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Special Features This Issue
The Matthew Arrives in the New World
Mexican Mission - Foamboat Construction



messing about in BOATS

Volume 15 - Number 12

November 1, 1997



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about in

BOATS



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Volume 15 - Number 12
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In Our Next Issue...

We should get Charlie Ballous' report on "The Matthew Arrives in the New World" in for sure, along with Annie Kolls' "Giant Five Day Messabout" report and my coverage of the "Newfound Woodworks Regatta".

Mei Ross will tell of his "Cruise on the IJsselmeer & Waddensee", Smiljka Fitzgerald offers a wife's viewpoint about "A Regular Day's Sailing" and Rick Klepfer continues his "Musings From Mustique".

Tom Hopkins presents his "Wooden Sandbox Project" and Greg Grundtisch describes an affliction he suffers known as "Bad Boat Karma".

Howard Johnson reviews the history of "The Hickman Sea Sleds", we'll republish "A Boat That Propels Itself" from a long ago issue of *Pearson's Magazine*, Phil Bolger details his design for "A Balanced Lug Cat Schooner", and Ron Rantilla disputes some criticisms of his front facing rowing system in "Hand Strokes Are Not Limited".

On the Cover...

Close (indeed!) action at the Arey's Pond Catboat Gathering on Cape Cod in mid-August. To see how this turned out, see page 10.

Commentary...

A couple of interesting new publications involving rowing turned up here in recent months, not too long after I had expounded on this page on my tentative effort to try rowing again at the Mystic Seaport Small Craft Meet (July 15) and on my ongoing interest in seeing the big multi-oared boats in open water races such as the Blackburn Challenge (September 15). Neither of these publications are the result of my comments but they did come to me because of my expressed interest in rowing and rowing boats as suitable subjects for this magazine.

First to arrive was a rough pre-publication draft of *For Lucre & Honor*, the tale of an 1896 epic row in which two New Jersey shore watermen undertook the ultimate challenge of rowing across the Atlantic to win a prize put up by the tabloid *The Police Gazette*. They undertook to do this in a local workboat, the Seabright skiff type.

Dennis Husserl of Water sports World in Sea Bright is putting this book together, the draft he sent me is a pastiche of typewritten text, maps, drawings of the boats and men of the times, excerpts of periodicals of the era, reprints of newspaper reports, etc. Dennis expects to have it all in shape by late October for publication, and sent this rough mockup to me so I could read it and tell you about it. This I will do shortly. Suffice it to say here, the two men succeeded, but were subsequently cheated out of much of the promised prize money.

The second publication was the first issue of a new newsletter, *Open Water Rowing*, published by avid oarsman David Stookey. David discussed the small time publishing business with me last winter and decided to go ahead with his idea despite the financial realities of small volume periodical publishing. His initial issue is a nicely done up 12 pager, very professionally laid out, more so than this one you're reading, with nice graphics and photos, and most importantly, solid reading content.

David plans to produce eight issues a year for a \$20 subscription cost. If you do not find enough news about the subject of open water rowing in print to satisfy your needs, you should send \$20 to David and help him to bring you more of what you want to read. As he will specialize in this quite narrowly defined "niche" interest he should have lots of details not available in the rest of the boating press, including our pages.

Issue #1 features the following subjects: "60 Entries for Transatlantic Row" (kinda harks back to the book above, eh?); "Woods Hole, Something for Everyone" (rowboat size playgrounds); "A Sort of Small Boat Cultural Center" (rowing organizations, this one about the Connecticut River Oar & Paddle Club); "Captain Mike" (profile of an avid rower); "New Lives for Old Rowing Craft" (restoration work at IYRS); "Handling Crosswinds" (speed &

seaworthiness); "A Fun Race" (about the Oarmaster Trials race format).

David promises "In Upcoming Issues" the following: The largest fleet of working rowboats on the continent; sliding seats the original way; fixed seat oar engineer Andy Steever and his untraditional recommendations; self bailing surfboats. Nice array of topics. And there's more I'm sure.

This sort of specialty publication relies heavily upon the enthusiasts to whom it is directed to back it with their subscriptions. In the beginning this has to be an act of faith as the usual initial reaction to a new publication seems to be a sort of self fulfilling negative one: "Interesting, but I think I'll wait awhile and see if they make it." So they wait awhile before risking twenty whole dollars and the publication doesn't make it.

I went through this period back in 1983 when I sent out my early 16 page issues, and even today, after 15 years and close to 360 issues, people still want to know if I'm still publishing, and do I plan to continue? I tell them yes, it looks like I'm going to make it. I dunno what it is about subscriptions, the money is small change, but the "smart shopper" instinct seems to suspect there's a chance of not getting all the issues subscribed for. Of course, this has happened many times, so I guess it just has to be accepted as one of the perils of getting into print.

I'm comfortable in urging all of you addicted to open water rowing to sign up as I know David well enough now to know he's the real thing. He's rowed the New England coast and across the Bay of Fundy in an 18' peapod, rows in open water races, and has reported on and analyzed results of bygone Oarmaster Trials for us. He has already published a manual for running Oarmaster Trials type rowing races, *One-of-a-Kind Boat Trials*, which you can order from him.

I'm also comfortable with David covering open water rowing far more extensively than I can. Six years ago when sea kayaking news was flooding in here I encouraged my friend Tamsin Venn, an avid seakayaker and professional writer, to launch *Atlantic Coastal Kayaker*. She did so, kayakers flocked (paddled?) to her support, and today she is turning out ten 40 page issues a year for those of the paddling persuasion. There's no reason I can see why David cannot achieve similar impact for oarsmen. Tammy's focussing on sea kayaking did not adversely impact this magazine, some readers swapped subscriptions but it was minimal and I don't expect David's rowing periodical will affect me any differently.

Interested? Call David Stookey at (401) 841-5111, fax (401) 848-9904 or write to 26 Coddington Wharf, Newport, RI 02840. And watch our pages for our review of *For Lucre & Honor*, it's great stuff about the days when oarsmen were oarsmen, big time.

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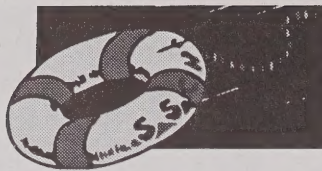
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BOATS



Small Boat SAFETY

Off Season Boating: Cold Water/High Risk

By C. Sutherland

Comments to C. Sutherland, 2210 Finland Rd., Green Lane, PA 18054

Fresh air, cool weather, and cold water mean it's time to dig out the wetsuits, drytops, or drysuits. From here on we're wearing PFDs at all times on the water, right? Perhaps not. Most boaters never wear any of this stuff, no matter how cold the water is.

Let's review the rules of fifties. A 50-year-old person in 50°F water has a 50% chance of surviving in the water for 50 minutes. That individual has only a 50% chance of successfully swimming 50 yards to shore. Cold water survival tables (below) tell us that in 50°F water, a victim dressed in street clothes may remain functionally conscious for 60 minutes. Don't bet on it. I think 99% of boaters are certain that they would be among the 50% that would survive a plunge overboard. They are even more certain that such an accident would never happen to them in the first place. Human nature conspires to kill us at times.

side and steadied my boat while I climbed aboard and bailed. Soon we sailed away. While I never reached the point of shivering or feeling cold, I should have been wearing a drytop over the coated Polartec.

On Memorial Day, 1996, a canoe paddled by an 18-year-old and a 10-year-old was taken in tow, in high winds, on Stillwater Reservoir in the Adirondacks. The canoe capsized. The 10-year-old, wearing a PFD, was rescued first. A minute or so later the 18-year-old could not be found. He was dressed in standard blue jeans and T-shirt and no PFD. He was no longer a child, you see. Divers recovered his body in 28 feet of water the next day. The water temperature was 50°F. This young canoeist died about 58 minutes short of the 60 minutes of functional consciousness allotted to him by the hypothermia survival tables. He died, even though help was within a few yards of him and a floating, if capsized, canoe was virtually in his hands with a line running to the rescue boat. It is clear that something besides the development of hypothermia is at work here.

This past May a man and his middle-aged son went fishing in the Delaware River at New Hope, PA in an open, 14-foot aluminum motorboat. A slip of some sort caused the father to fall overboard into 58°F water. He was dressed in street clothes with no PFD. The modest current in the flat water several hundred yards above the wing-dam took him down stream from their anchored boat. In a minute, this gentleman, a swimmer with many years experience on the river, was gone from sight. Divers recovered his body about a week later. Other boats in the immediate area were unable to respond to their calls for help rapidly enough to save him.

I discussed the gasping reflex with a reporter at the scene in New Hope. He reported it correctly and then quoted another expert to the effect that on the Delaware, because of the

times may drown and sink from sight without ever knowing what happened.

The safety brochure I have prepared for cold-water boaters reviews a number of important aspects of sudden immersion in cold water that often result in drowning within a minute or two of immersion. Such deaths have nothing to do with the victim's ability to swim. Hypothermia survival tables and the rules of fifties suggest that a person falling into cold water will be OK for at least 30 to 60 minutes with or without a PFD. This is a deadly miscalculation of the threat-to-life of cold water immersion.

The public and the press are uninformed on this subject. The press, showing the Polar Bear Club members swimming in the ocean on New Year's day, and the outdoor sports writers that own the most effective pipeline to off-season hunters and fishermen, steadfastly refuse to address this issue for the benefit ("not their job") of their readers. They are derelict in my view.

Consider one additional case. (Account by Edward C. and Brian H. Price, June 1997.) In April 1961, Sergeant Frank Minor was about 22 years of age and in prime physical condition. He was a member of the informal basketball team fielded by the U.S. Air Force contingent based in Ottawa, Canada. He had played basketball and other sports at a high level of skill for much of his life and was considered to be the finest athlete among the Air Force personnel there in Ottawa.

At the end of the 1960-61 basketball season, the entire team took a fishing trip to Lake Pemachangon, Quebec one weekend in the month of April. The water temperature is unknown, but was probably no more than 40°F. Late the first afternoon, Sergeant Minor and two companions took a V-bottom aluminum fishing boat out onto the lake to fish for lake trout. He was in the bow of the boat, which was anchored in about 15 feet of crystal clear water. He was dressed warmly, in ordinary outdoor clothing. He was not wearing a PFD. At one point, when Sergeant Minor stood up in the bow to cast his lure, his foot slipped and he fell overboard. His companions later testified at the coroner's inquest that Sergeant Minor hit the water and went directly to the bottom, never appearing to swim, struggle, or even convulse. He was clearly visible to the others as he drifted rapidly down and settled on the bottom. Almost immediately, one of his companions, the Air Force captain who had organized the trip, dove in to rescue Sergeant Minor. He was instantly stunned by the cold, could barely manage to resurface and, with help, drag himself back into the boat. Sergeant Minor's body was recovered soon afterward. The coroner ruled his death an accidental drowning.

The lessons of the above several incidents and many others are clear. Age, physical conditioning, and the ability to swim are not factors that determine whether or not wearing a PFD is necessary on a cold water boating trip. A rescue boat within a foot or a few yards of you when you fall overboard may not be close enough to save your life. Boaters within sight of you may not even notice that you fell overboard (case from New Rochelle, NY). Hypothermia survival tables do not indicate the extreme threat to life of accidental cold water immersion. Such tables do not account for cold shock effects. Without a PFD and clothing that provides a significant thermal barrier, death

Hypothermia Chart

If the Water Temp. (F) is...	Exhaustion or Unconsciousness	Expected Time of Survival is...
32.5	Under 15 Min.	Under 15-45 Min.
32.5-40.0	15-30 Min.	30-90 Min.
40-50	30-60 Min.	1-3 Hr.
50-60	1-2 Hr.	1-6 Hr.
60-70	2-7 Hr.	2-40 Hr.
70-80	3-12 Hr.	3-Indefinitely
over 80	Indefinitely	

Last spring, dressed in Henderson trilaminate Polartec (pants and top, rated equal to 2.5 mm neoprene) and a PFD, I capsized my sailing canoe in 51°F water. Running downwind, I responded to a big puff by (stupidly) turning into a broach and was instantly blown flat. I just couldn't get the main sheet out fast enough. I spent 10 to 15 minutes struggling (maximum cooling) in the water, trying to get the boat up. Shortly, another sailor came along-

tricky currents, boaters should wear PFDs unless they are good swimmers. The diverse effects of cold shock can kill boaters immediately upon immersion (see October 1st issue, Page 3.) Physical conditioning, health, age, ability to swim, boating skills, or the ability to resist the development of hypothermia (survival tables) are not issues here. Without a PFD to keep immersion victims afloat, their skills in the water may not enter the game. Such vic-

will occur by drowning as soon as one's limbs become paralyzed by the cold (a few minutes), not when the theoretical point of unconsciousness, suggested by survival tables, is reached. The ubiquitous coroner's conclusion, that the victim died by drowning, seems to imply that the victim just didn't know how to swim. The vital fact that the victim was stunned into unconsciousness immediately upon immersion is not included in the medical evaluation. No wonder the public never gets the message.

Off-season boaters don't have to put themselves at risk anymore. The admonition

to wear layers of wool, etc. is decades old. Wool may be warm when wet (damp) but it and other wick-the-moisture-away fabrics are next to useless as thermal barriers for victims in the water. There are wetsuit grade fabrics out there that, with a PFD, can save lives in cases of accidental cold water immersion. If the spouses of off-season boaters ever learn about this, there will be a revolution in the attitudes of all parties toward acceptable attire for cold water boating.

The 1997 version of the fifties rule is: "If you are in 50°F water for 50 minutes, you have

a 50% better chance of survival if you are wearing a properly-fitted life jacket." This version of the rule gives no indication of the short term effects of cold water immersion. Boaters are seldom told that to survive in such water they must be dressed in a PFD and clothing that will function as an effective thermal barrier in the water. There is no other answer. No one in the water goes back for their PFD. It's time for all of us (boaters, instructors, and the press) to catch up with the state of the art for cold water survival.

"The Old Ed Stories"

By Eric P. Russell



Anchoring

Anchoring is a funny thing. It is also deadly serious. Anchoring poorly can ruin your vessel and maybe even kill you. I learned this lesson when I was little, before I left home.

Every kid in town had a boat of his own, even if it belonged to his family. I had somehow come into possession of a tired, 23-foot racing sloop. I am still not sure how it happened, no one in the family or my immediate circle raced. We all sailed on business or pleasure or both. That meant that the working boat got cleaned up to take the family out on the weekend, and that the paint was in good condition.

This boat of mine was the fastest boat around, but there was no one to race against and, because it was a keel boat, it could not be beached for picnics or other shore entertainments. The first few times we picnicked, I simply tied off to other boats that were anchored out.

One weekday, I went out solo. As soon as I got on the bay, I ran into trouble. I had ridden down the current in my creek and, as I entered the bay, hoisted the jib. Needless to say, the boat went before the wind immediately. That began carrying me to the head of the bay and some pretty solid land. The halyard ran through a keyhole-shaped tab on the mast that allowed a bead on the halyard to pass through and tension the jibstay. This day, however, I could not get the bead out of the tab. In addition, when I raised the main, it would not go up all the way. There was a splinter in the luff groove on the mast, just out of my reach. This acted as a blockage and would not allow the sail to pass it.

Being a racing boat, the sail had no reef points. It was all up or not at all. In addition, it was hand roped and the luff rope was in the slot. At that point, we neared the local yacht club. The club launch came out and spoke to

me, asking if I wished a tow to the club dock to get everything sorted out. If I had had a brain in my head, I would have said, "Yes, thank you." Instead, I simply said that I would anchor and fix it myself.

As soon as I found myself near enough to the shore, I dropped anchor. As this was an old, cheap boat, it had not come equipped. Being a kid and having very little money, I had bought the least expensive anchor I could find. After all, an anchor was an anchor. It turned out to be an early lightweight anchor of a brand that is still sold today. As no one in the area had one of them, no gave me any advice on how to rig it. I just tied it to the rode, ready for instant use. When I needed it, I tossed it over the side and went to work on the sails.

Soon after, I looked up and saw the shore going by. I brought up the anchor and found a cinder block in one of the flukes. As the boat was moving through the water pretty fast, the anchor would not sink again. It provided a pretty good imitation of a water skier, so I put it on deck and tried to sail out of the situation. Little by little, I gained space out into the bay, clearing various fixed and floating objects by as little as I could get away with in an effort to get sea room. During all this, a tug gave me five toots, others ignored me or played "shave the sailboat," and I was getting very tired. Even though I was gaining, I was feeling pretty whipped when a power boat came alongside and asked me if I could use a tow.

I accepted and tossed him my line, which he cleated on. The main came down far more easily than it went up. The staysail stayed stuck. Crossing my bow, he broke the bronze headstay turnbuckle by accelerating too quickly. This left the jibstay as the only thing holding the mast up. When he finally got me to the dock of the Robert E. Lee Restaurant (formerly a speakeasy and now burned to the

ground), he cast me off. I tied up to the dock to await any boat whose owner knew me and would take me through the drawbridges to my tie up. I lashed the headstay and finally got the jib down without losing the mast.

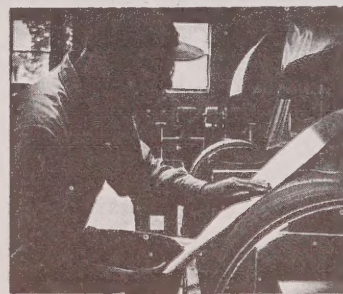
That day I acquired a (so far) permanent distrust of lightweight anchors. I also became a lot less sure of my own judgment when it came to safety decisions.

I also learned that when you are up the creek without a paddle, it is much better to stay there than to trying getting back up with no engine and the tide ebbing.



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Antique Outboard Motor Club, RR Box 9195, Spirit Lake, IA 51360.
Chesapeake Bay Chapter ACBS, P.O. Box 6780, Annapolis, MD 21401.
Lawley Boat Owners Association, P.O. Box 242, Gloucester, MA 01931-0242. (508) 281-4440.
N.E. Chapter Antique & Classic Boat Society, 140 Powers Rd., Meredith, NH 03253, (603) 279-4654.
Old Boats, Old Friends, P.O. Box 081400, Racine, WI 53408-1400. (414) 634-2351.
Penn Yan Owners, c/o Bruce Hall, Rt. 90, King Ferry, NY 13081.

BOATBUILDING INSTRUCTION

Alder Creek Boatworks, 15011 Joslyn Rd., Remsen, NY 13438. (315) 831-5321.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624. (315) 686-4104.
Apprenticeship of Rockland, Box B, Rockland, ME 04841, (207) 594-1800.
Brookfield Craft Center, P.O. Box 122, Brookfield, CT 06804, (203) 775-4526.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663. (410) 745-2916.
Connecticut River oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Glenmar Community Sailing Center, c/o Back River Recreation Council, 8501 La Salle Rd. Suite 211, Towson, MD 21286. (410) 252-9324.
John Gardner School of Boatbuilding, Box 2967, Annapolis, MD 21404, (410) 867-0042.
International Yacht Restoration School, 28 Church St., Newport, RI 02840, (401) 849-3060.
Lake Champlain Maritime Museum, RR#3 Box 4092, Vergennes, VT 05491. (802) 475-2022.
Mariners' Museum, 100 Museum Dr., Newport News, VA 23607-3759, (804) 596-2222.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
North Carolina Maritime Museum, Harvey W. Smith Watercraft Center, 315 Front St., Beaufort, NC 28516, (919) 728-7317.
North House Folk School, P.O. Box 759, Grand Marais, MN 55604, (218) 387-9762.
Northwest School of Wooden Boatbuilding, 251 Otto St., Port Townsend, WA 98368. (206) 385-4948.
RiversWest Small Craft Center, P.O. Box 82686, Portland, OR 97282. (503) 236-2926.
San Francisco Maritime National Historic Park, Bldg. E, Fort Mason Center, San Francisco, CA 94123. (415) 929-0202.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Sterling College, Craftsbury Common, VT 05827, (802) 586-7711.
Wooden Boat School, P.O. Box 78, Brooklin, ME 04616. (207) 359-4651.

BOATING SAFETY INSTRUCTION

U.S. Coast Guard Auxiliary Flotilla 403, 315 Paradise Rd., Swampscott, MA 01907. (617) 599-2028.

CONTEMPORARY YACHTING

Amateur Yacht Research Society (AYRS), c/o Frank Bailey, 415 Shady Dr., Grove City, PA 16127.
Sail Newport, 53 America's Cup Ave., Newport, RI 02840. (401) 846-1983.

ELECTRIC BOATING

Electric Boat Ass'n of the Americas, P.O. Box 4151, Deerfield Beach, FL 33442. (954) 725-0640.

MARITIME EDUCATION

Lake Schooner Education Association, Ltd., 500 N. harbor Dr., Milwaukee, WI 53202.
Nova Scotia Sea School, 1644 Walnut St., Halifax, NS B3H 3S4, (902) 492-4127.

Activities & Events Organizers '97...

A new year is here and even though winter will be with many of us for several more months we can start to think about what we might want to be doing when our season gets going.

As a center of a sort of small boating communications network, *Messing About in Boats* hears from many, many people. We receive a steady stream of news releases from a variety of organizations which offer activities ranging over the whole messing about scene, and we are frequently asked by individuals to direct them to some special interest group or organization or event.

To expedite this we publish this "Activities & Events Organizers" listing. We cannot possibly publish announcements of the hundreds of activities that take place monthly, and we don't want to spend a lot of time either on the phone or answering letters from individuals inquiring about opportunities. Instead we periodically publish this list and suggest that readers contact any of these that seem to offer what it is they are looking for.

If you do not find what you want in this listing, then contact us, we may be able to help you. But bear in mind that everything we hear goes onto this list, we're not holding anything back.

The River School, 203 Ferry Rd., Old Saybrook, CT 06475. (860) 388-2007.
Sea Education Association, Inc., P.O. Box 6, Woods Hole, MA 02543. (508) 540-3954.
Wisconsin Lake Schooner Education Association, Milwaukee Maritime Cntr., 500 N. Harbor Dr., Milwaukee, WI 53202, (414) 276-7700.
Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368.

MARITIME MUSEUMS

(Maritime Museum News, P.O. Box 607, Groton, MA 01450-0607, specializes in this field of interest).
Adirondack Museum, Blue Mountain Lake, NY 12812. (518) 352-7311.
Antique Boat Museum, 750 Mary St., Clayton, NY 13624, (315) 686-4104.
Calvert Maritime Museum, P.O. Box 987, Solomons, MD 20688, (410) 326-2042.
Cape Ann Historical Association, 27 Pleasant St., Gloucester, MA 01930, (508) 283-0455.
Cape Fear Maritime Museum, 814 Market St., Wilmington, NC 28401, (910) 341-4350.
Chesapeake Bay Maritime Museum, P.O. Box 636, St. Michaels, MD 21663-0636, (410) 745-2916.
Connecticut River Museum, 67 Main St., Essex, CT 06426. (860) 767-8269.
Erie Canal Museum, 318 Erie Blvd. E., Syracuse, NY 13202, (315) 471-0593.
Essex Shipbuilding Museum, Box 277, Essex, MA 01929. (508) 768-7541.
Gloucester Adventure, P.O. Box 1306, Gloucester, MA 01930-1306.
Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078.
Herreshoff Marine Museum, 7 Burnside St., P.O. Box 450, Bristol, RI 02809. (401) 253-5000.
Hudson River Maritime Museum, 1 Rondout Landing, Kingston, NY 12401. (914) 338-0071.
Hull Lifesaving Museum, 1117 Nantasket Ave., Hull, MA 02045, (617) 925-5433.
Independence Seaport Museum, Penns Landing, 211 S. Columbus Blvd, Philadelphia, PA 19106-1415. (215) 925-5439.
Inland Seas Maritime Museum, 4890 Main St., Vermillion, OH 44089.
Lake Champlain Maritime Museum, RR#3, Box 4092, Vergennes, VT 05491. (802) 475-2022.

Lighthouse Preservation Society, P.O. Box 736, Rockport, MA 01966, (508) 281-6336.
Long Island Maritime Museum, P.O. Box 184, W. Sayville, NY 11796. (516) 854-4974.
Maine Maritime Museum, 243 Washington St., Bath, ME 04530. (207) 443-1316.
Marine Museum of Upper Canada, c/o The Toronto Historical Board, 205 Yonge St., Toronto, ON M5B 1N2, Canada, (416) 392-1765.
Maine Watercraft Museum, 4 Knox St. Landing, Thomaston, ME 04861. (800) 923-0444.
Marine Museum of Fall River, Battleship Cove, Fall River, MA 02720, (508) 674-3533.
Mariners Museum, 100 Museum Dr., Newport News, VA 23606-3759. (804) 596-2222.
Maritime & Seafood Industry Museum, P.O. Box 1907, Biloxi, MS 39533, (601) 435-6320.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Maritime & Yachting Museum, 9801 S. Ocean Dr., Jensen Beach, FL 34957. (407) 229-1025.
Milwaukee Lake Schooner Inc., P.O. Box 291, Milwaukee, WI 53201-0291. (414) 276-5664.
Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. (860) 572-5315.
New Bedford Whaling Museum, New Bedford, MA. (508) 997-0046.
New Netherland Museum, Liberty State Park, Jersey City, NJ 07305. (201) 433-5900.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Osterville Historical Society & Museum, 155 West Bay Rd., P.O. Box 3, Osterville, MA 02655, (508) 428-5861.
Peabody-Essex Museum, 161 Essex St. Salem, MA 01970. (508) 745-9500.
Plimoth Plantation, Plymouth, MA. (508) 746-1662.
San Diego Maritime Museum, 1306 N. Harbor Dr., San Diego, CA 92101. (919) 234-9153.
South Street Seaport Museum, 207 Front St., New York, NY 10038. (212) 748-8600.
Strawbery Banke Museum, P.O. Box 300, Portsmouth, NH 03802, (603) 433-1100.
Toms River Maritime Museum, Water St. & Hooper Ave., P.O. Box 1111, Toms River, NJ 08754, (908) 349-9209.
United States Naval & Shipbuilding Museum, 739 Wash. St., Quincy, MA 02169, (617) 479-7900.
Ventura County Maritime Museum, 2731 S. Victoria Ave., Oxnard, CA 93035. (805) 984-6260.

MODEL BOATING

Cape Ann Ship Modelers Guild, R57 Washington St., Gloucester, MA 01930.
Model Guild of the Ventura County Maritime Museum, 2731 S. Victoria Ave. Oxnard, CA 93035. (805) 984-6260.
North Carolina Maritime Museum, 315 Front St., Beaufort, NC 28516. (919) 728-7317.
Ship Modelers Association of Southern California, 2083 Reynosa Dr., Torrance, CA 90501. (310) 326-5177.
U.S.S. Constitution Model Shipwright Guild, c/o George Kaiser, 23 Mermaid Ave., Winthrop, MA 02152-1122. (617) 846-3427.
U.S. Vintage Model Yacht Group, c/o John Snow, 78 E. Orchard St., Marblehead, MA 01945, (617) 631-4203.

ONE DESIGN SAILING

American Canoe Association Canoe Sailing, RR1 Box 457, Green Lane, PA 18054. (215) 453-9084.
Bridges Point 24 Assoc., c/o Kent Mulliken, 101 Windsor Pl., Chapel Hill, NC, (919) 929-1946.
Cape Cod Frosty Association, P.O. Box 652, Cataumet, MA 02534. (508) 771-5218.
Hampton One-Design, c/o Scott Wolff, 3385 Kings Neck Dr., Virginia Beach, VA 23452. (804) 463-6895.
New England Beetle Cat Boat Assoc., c/o David Akin, 40 Chase Ave., W. Dennis, MA 02670.
San Francisco Pelican Viking Fleet III, P.O. Box 55142, Shoreline, WA 98155-0142.
West Wight Potter's Association, Southern California Chapter, c/o Roland Boepple, 17972 Larcrest Cir., Huntington Beach, CA 92647. (714) 848-1239.

PADDLING

ACA New England Division, c/o Earle Roberts, 785 Bow Ln., Middletown, CT 06457.
Connecticut Canoe Racing Association, 102 Snipsic Lake Rd., Ellington, CT 06039. (860) 872-6375.
Finlandia Vodka Clean Water Challenge, 300 Central Park West #2J, New York, NY 10024. (212) 362-2176.
Houston Canoe Club, P.O. Box 925516, Houston, TX 77292-5516. (713) 467-8857.
Hulbert Outdoor Center, RRI Box 91A, Fairlee, VT 05045-9719. (802) 333-3405.
Maine Canoe Symposium, c/o Jerry Kocher, 41 Leighton Rd., Wellesley, MA 02181. (617) 237-1956.
Metropolitan Canoe & Kayak Club, P.O. Box 021868, Brooklyn, NY 11202-0040, (914) 634-9466.
Merrimack River Watershed Council, Lawrence, MA, (508) 681-5777.
New England Downriver Championship Series. (203) 871-8362.
Rhode Island Canoe Association, 856 Danielson Pike, Scituate, RI 02857. (401) 647-2293.
Riverways Programs, Massachusetts Dept. of Fisheries, Wildlife & Environmental Law Enforcement, 100 Cambridge St. Room 1901, Boston, MA 02202, (617) 727-1614 XT360.
Sebago Canoe Club, Paerdegat Basin, Foot of Ave. N, Brooklyn, NY 11226. (718) 241-3683.
Washington Canoe Club, 8522 60th Pl., Berwyn Heights, MD 20740.

ROWING

Amoskeag Rowing Club, 30 Mechanic St., Manchester, NH 03101, (603) 668-2130.
Beaufort Oars, P.O. Box 941, Beaufort, NC 28516. (919) 728-3156.
Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (508) 283-4695.
Cape Cod Viking Club, c/o Bernie Smith, 2150 Washington St., E. Bridgewater, MA 02333. (508) 378-2301.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475. (860) 388-2343, (860) 388-2007.
Floating the Apple, 400 W. 43rd St. 32R, New York, NY 10036. (212) 564-5412.
Maine Rowing Assoc., c/o Reg Hudson, P.O. Box 419, Southwest Harbor, ME 04679.
Narragansett Boat Club, P.O. Box 2413, Providence, RI 02906. (401) 272-1838.
New England Open Water Rowing Calendar, Frank Durham, 70 Hayden Rd., Hollis, NH 03049, (603) 465-7920.
Ring's Island Rowing Club, c/o Pike Messenger, 32 Boston St., Middletown, MA 01948. (508) 774-1507.
Riverfront Recapture, 1 Hartford Sq. W, Suite 104, Hartford, CT 06106-1984. (203) 293-0131.

SAFETY EDUCATION

U.S. Coast Guard Auxiliary Flotilla 403, c/o Gary Cordette, 315 Paradise Rd., Swampscott, MA 01907. (508) 282-4580.
United States Power Squadrons, National Boating Safety Hotline for course details in your area is (800) 336-BOAT.

SEA KAYAKING

Atlantic Coastal Kayaker, P.O. Box 520, Ipswich, MA 01938, lists all sea kayaking activities that come to our attention..

SMALL BOAT MESSABOUT SOCIETIES

Baywood Navy, 2nd St. Pier, Baywood Park, CA 93402.
Intermountain Small Boat Whatever (Unorganized), Jim Thayer, Rt. 1 Box 75, Collbran, CO 81624, (970) 487-3088.
Midwest Homebuilt Messabouts, Jim Michalak, 118 E. Randall, Lebanon, IL 62254.
Southern California Small Boat Messabout Society, 4048 Mt. Acadia Blvd., San Diego, CA 92111. (619) 569-5277.
Washington Small Boat Messabout Society, Bob Gerfy, Seattle, WA, (206) 334-4878.

STEAMBOATING

International Steamboat Muster, c/o Jean DeWitt, P.O. Box 40341, Providence, RI 02940. (401) 729-6130.
New England Wireless & Steam Museum, 1300 Frenchtown Rd., E. Greenwich, RI 02818, (401) 884-1710.
Steamboating, Rt. 1 Box 262, Middlebourne, WV 26149-9748. (304) 386-4434.
Steamship Historical Society of America, 300 Ray Dr., Suite #4, Providence, RI 02906. (401) 274-0805.

TRADITIONAL SMALL CRAFT

Barnegat Bay TSCA, c/o Tom Johns, 195 Shenandoah Blvd. Toms River, NJ 08753. (908) 270-6786.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109. (206) 382-2628.
Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06575. (860) 388-2007, (860) 388-2007.
Delaware Valley TSCA, 482 Almond Rd., Pittsgrove, NJ 08318.
Friends of the North Carolina Maritime Museum TSCA, 315 Front St., Beaufort, NC 28516.
Long Island TSCA, c/o Myron Young, Box 635, Laurel, NY 11948. (516) 298-4512.
Oregon TSCA, c/o Robert Young, 16612 Maple Cir., Lake Oswego, OR 97034. (503) 636-7344.
Patuxent Small Craft Guild, c/o George Sargent, 5227 Williams Wharf Rd., St. Leonard, MD 20685. (410) 586-1893.
Potomac TSCA, c/o Bob Grove, 419 N. Patrick St., Alexandria, VA 22314. (703) 549-6746 eves.
Sacramento TSCA, c/o Mike Fitz, 2831 Mattison Ln., Santa Cruz, CA 95065. (408) 476-2325.
South Jersey TSCA, c/o George Loos, 53 Beaver Dam Rd., Cape May Courthouse, NJ 08210. (609) 861-0018.
Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355.
Traditional Small Craft & Rowing Association of Maine, c/o Jim Bauman, RR 1 Box 1038, S. China, ME. (207) 445-3004.
Traditional Small Craft Club of the Peabody-Essex Museum, P.O. Box 87, N. Billerica, MA 01862. (508) 663-3103.
Tri State TSCA, c/o Ron Gryn, 4 Goldeneye Ct., New Britain, PA 18901. (215) 348-9433.
TSCA of West Michigan, c/o Mark Steffens, 6033 Bonanza Dr., Stevensville, MI 49127. (616) 429-5487.
Upper Chesapeake Baymen TSCA, 3125 Clearview Ave., Baltimore, MD 21234. (410) 254-7957.
Upper Mississippi Small Craft Association, c/o David Christofferson, 267 Goodhue, St. Paul, MN 55102. (612) 222-0261.

TRADITIONAL YACHTING

Friendship Sloop Society, 14 Paulson Dr., Burlington, MA 01803-2820, (617) 272-9658.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.

S.S. Crocker Association, 8 Mill Rd., Ipswich, MA 01938. (508) 356-3065.
Wooden Boat Classic Regatta Series, 323 Boston Post Rd., Old Saybrook, CT 06475, (203) 388-6657.

TUGBOATING

Tugboat Enthusiasts Society of the Americas, 308 Quince St., Mt. Pleasant, SC 29464.
World Ship Society, P.O. Box 72, Watertown, MA 02172-0072.

WATER TRAILS

Maine Island Trail Association, P.O. Box C, Rockland, ME 04841, (207) 596-6456.
North American Water Trails, Inc., 24130 NW Johnson Rd., Poulsbo, WA 98370.
Washington Water Trails Association, 4649 Sunnyside Ave. N. Rm. 345, Seattle, WA 98103-6900. (206) 545-9161.

WOODEN BOATS

Association of Wooden Boatbuilders, 31806 NE 15th St., Washougal, WA 98671.
Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109.
Great Lakes Wooden Sailboat Society, 31538 Center Ridge Rd., Westlake, OH 44145, (216) 871-8194.
Maritime Heritage Alliance, Box 1108, Traverse City, MI 49685. (616) 946-2647.
Small Wooden Boat Association of Nova Scotia, P.O. Box 1193, Dartmouth, NS B2Y 4B8, Canada.
The Wooden Boat Foundation, Cupola House, #2 Point Hudson, Port Townsend, WA 98368, (360) 385-3628.
Wooden Canoe Builders' Guild, P.O. Box 247, Carlisle, ON L0R 1H0, Canada, (819) 422-3456.

IMPORTANT NOTICE TO ALL ACTIVITY ORGANIZERS

Anyone wishing to present detailed specific information about their events or activities should contact us about advertising. It's inexpensive (as little as \$6 per issue to reach 4,000+ subscribers) and you get all the space you wish to buy.

Advertising should appear in an issue at least a month ahead of the date of the event involved. To meet this lead time we need your ad copy two months (60 days) prior to the date of the event. Events and activities advertising will appear in the 1st issue of each month on our "Happenings" pages where readers will be accustomed to looking for it.

By asking you to pay a modest sum for the space you need, we will be able to pay for the added pages that will come to be necessary to provide this service, something we cannot afford to do at no cost.

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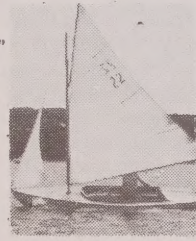
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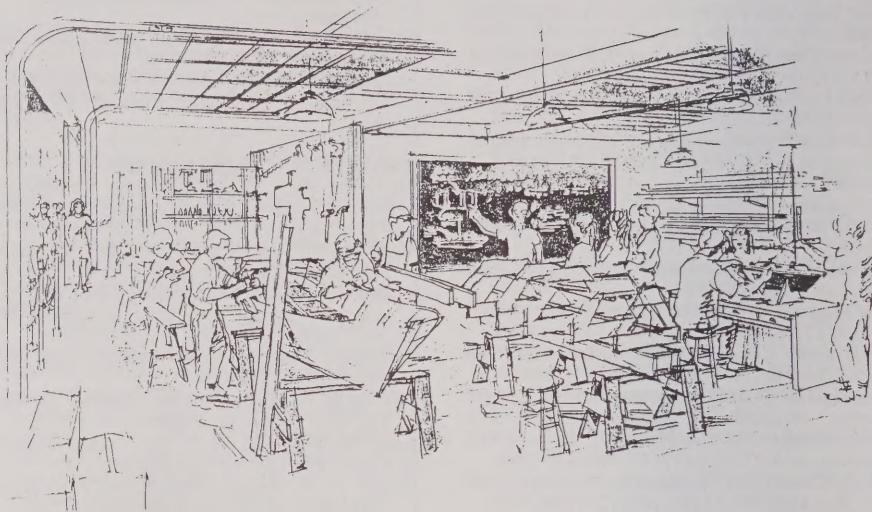
New Digs for Museum

In July of 1998 our Marine Museum will reappear at Harbourfront's Pier 4, 245 Queen's Quay West here in Toronto as "The Pier: Toronto's Waterfront History Project". After years of being stuck behind the roller coaster at the C.N.E. this new site will be right in the heart of the action, with more staff, expanded programmes, direct access to the water and a dedicated boatshop in the middle of the building.

The building, a former shipping warehouse constructed in 1930, is perfect for the display of large artifacts like historic watercraft. This will result in many of the treasures from our collection heretofore rarely seen being on display.

Anyone wishing to learn more about us may inquire at address below.

Marine Museum of Upper Canada, Heritage Toronto, 205 Yonge St., Toronto, ON, M5B 1N2, Canada, (416) 392-1765.



A concept sketch of the new boatbuilding shop

Your Experiences...

More About Moosonee

Paul Johnson's poetic description of Moosonee, Ontario (8/15/97) came as an interesting surprise, because we too rode the Polar Bear Express up there this summer. The *Messing About In Boats* crowd would have been interested to see the bevy of watercraft in use on the Moose River.

Moose Factory, the base for the Hudsons Bay factor, or company representative, not the place where the moose are manufactured, is about two miles across the Moose River from Moosonee. The river is abuzz from dawn to dark with boats ferrying passengers and freight back and forth.

The traditional choice for such transport is a freighter canoe, seen literally by the dozen at the waterfront. These boats are manufactured by the Norwest Canoe Company, in Quebec (I didn't get the name of the town). The freighter canoe is 22' to 24' in length, with a beam of about 6' and a depth of perhaps 3', maneuverable yet stable and with plenty of freeboard under a load. The square-stern hull is built of cedar strips, and the entire hull is covered with painted canvas.

Local boaters use the freighter canoe to haul up to about a dozen passengers or fairly heavy freight (we saw one on the water carrying a washing machine and clothes dryer). Some owners add a cabin to the canoe's superstructure. The canoes are powered by outboard motors ranging in size from about 20-40 hp. Yamaha seems to have cornered most of the market there. Empty, the canoe's bow comes well out of the water under power. They scoot along at a pretty good clip.

Kids grow up near, on, and in the water there. The freighter canoes and outboards are plenty familiar to them. Knowl-

edge about them is a lifelong necessity. We heard lots of Cree being spoken, but I don't know if there is a Cree word for "outboard motor."

A freighter canoe was being raffled off at the local grocery store. We didn't buy a ticket, we'd already won one boat we couldn't use in a raffle last winter (that's another story). I noticed a freighter canoe advertised for sale at \$2,500 Canadian; that would be less than \$2,000 in U.S. dollars. It sounded like a bargain for such a workhorse, but must have represented a pretty substantial investment in the local area, where paying jobs are scarce. Groups of apparently idle young people were common on the streets of Moosonee when we were there.

Moosonee and Moose Factory are about 10-12 miles upriver from James Bay. Consequently, the river shows a tidal range of about 3'-4' at Moosonee. A trip from one town to the other is not very direct, to avoid the sandbars that emerge as the tide goes out. The river itself isn't very deep, in any case. Moosonee, for those interested in serious freight pushing, is home to a number of tugs used to move barges of goods from the railhead (the line ends at Moosonee) to even more remote sites along James and Hudsons Bay.

It's interesting territory, with permafrost only a couple of feet under the surface, summer temperatures that can reach over 100 degrees, and winter temperatures as low as -55. In the fall, the area is deluged with migrating waterfowl and the freighter canoes become vehicles for hunters.

Patrick Cabe, Laurinburg, NC

This Magazine...

A Surrogate Experience & An Opportunity

I want to thank you for your dedication in putting out this magazine for those of us who will always be messing about in boats. Current pressures of life have limited time that I have been able to put in on the water lately, so your publication supplies kind of a surrogate experience when I can't participate directly myself.

As you have found yourself, one's ambition to repair and use a project boat do not always go according to plan and as such I am submitting a classified ad for one of my collection. Again, I want to say thanks for the opportunity to place an ad in a publication that reaches the kind of people who I want to reach.

Jonathan Hedman, Stoughton, MA

Your Needs...

Epoxy Removal

In answer to Mr. Mark's letter in the September 1st issue, I have a very unscientific way of removing epoxy from my skin if I inadvertently get some on my hands. I grab a handful of sawdust from under my table saw, and scrub the hell out of the area. The saw dust seems to pick up and absorb the epoxy rather than forcing it into the skin. I have no solvents in my shop. They are hazardous in too many ways.

The main thing I emphasize when I am teaching a class is to work clean, wear gloves even if you are only mixing up a little bit, and don't splatter. In other words use common sense, the best tool there is in boatbuilding.

You can buy a lot of gloves for what you will pay for one trip to a dermatologist.

Mac McCarthy, Sarasota, FL

O'Day & Optimist Needs

Where can I get a set of sails and a dagger board for an O'Day Javelin sailboat? Or plans from which they can be made? Where can I get general information and/or plans for the Optimist Pram sailboat?

Bob Whittier, Box T, Duxbury, MA 02331

Your Opinions...

Not Just a Guy Thing

I was really unhappy about an article in the August 26th *Boston Globe* by Sally Jacobs, "Dream Boats", because she seemed to be generalizing about all men who build boats and that they seemed to have some kind of death wish that the boats never get finished. I think that she "missed the boat" altogether. There are all kinds of reasons why people (MEN) start to build boats and all kinds of reasons why some of them don't get finished.

(Ed Note: The article in the *Globe's* "Living Arts" section focussed on several backyard builders with ongoing unfinished projects, like a 19 year 50' schooner. It was subtitled, "Some who build vessels in their yards and sheds are not men that go down to the sea. For these men, their craft are the anchors of daily life. For them, not finishing is not failure. It is knowing that tomorrow will come.")

If you ever get to talk to Ms Jacobs again (Ed. Note: I was quoted in the article) I hope you will set her straight about the many, many dedicated guys messing about in boats who do want to finish their projects but somehow seem to get interrupted by life's little diversions. It's not just a GUY THING!

Roy Terwilliger, Harwich, MA

There is nothing—absolutely nothing—
half so much worth doing



as simply messing about in boats.

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Your Projects...

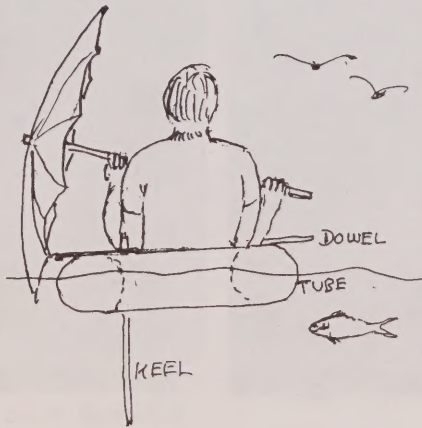
Inexpensive Inflatable

In the spirit of innovative small boats I built an inexpensive, just for the fun of it, \$12 inflatable sailcraft based on a used truck inner tube. The lateral resistance is provided by a wooden board (previously a floor board from Lightning #5025) hung on a dowel stick athwartships. The sail is the top portion of a discarded beach umbrella. The wooden keel is positioned by the skipper's haunch squeezing against the inner tube. The umbrella provides both propulsion and direction by deftly dipping it aside the tube. Thus no rudder is needed.

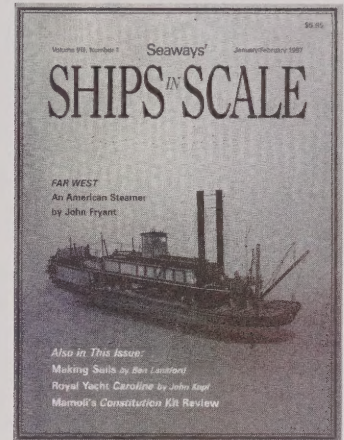
This vessel can beat 60 degree to windward with about 10-15 degrees of heel in light winds. I have sailed it on Pamlico Sound just north of Buxton, NC and, keel-less, beyond the ocean's breaker line in an onshore breeze. Pointing the umbrella landward gives a nice surfing action on the breaking wave. I speculate that the 60 degrees to windward comes from the "constant camber" shape of the hull and the fixed curved surface of the sail. Like great ships of yore, it wears around rather than comes about.

Imaginative boat builders might improve on this, maybe by using an oval shape to the inflatable with a molded-in skeg aft.

Dan Buck, Hanover, MD



Think Small...



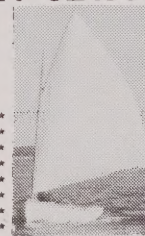
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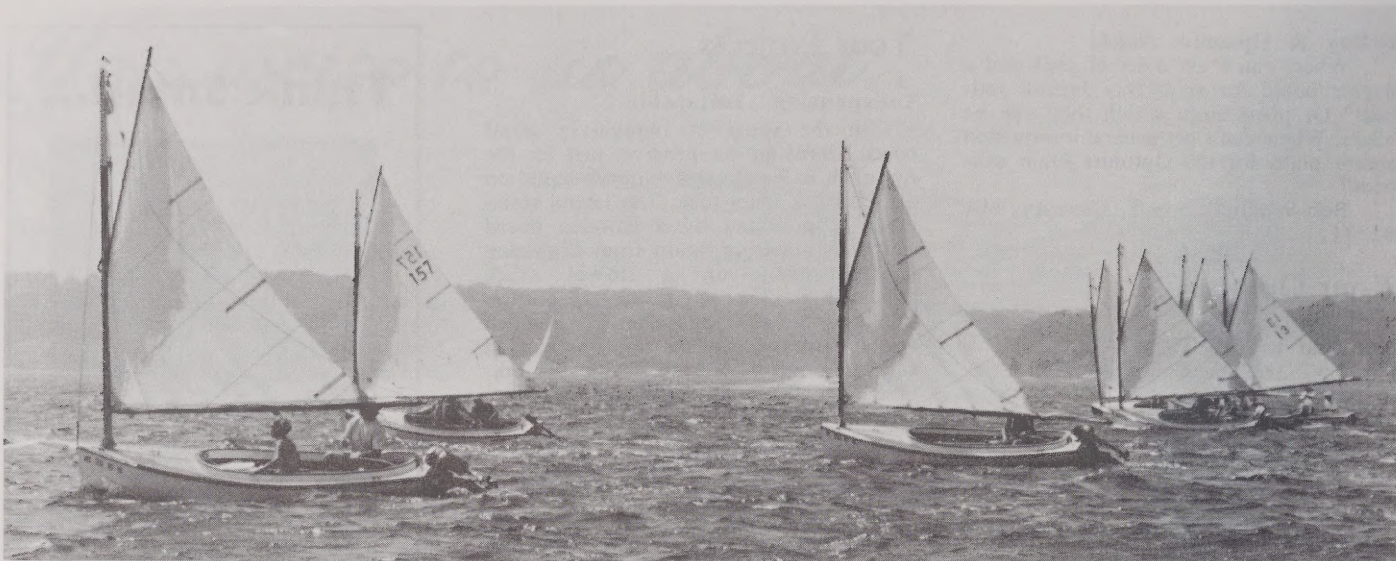
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We had another successful Arey's Pond Cat Gathering on August 16th in South Orleans, Massachusetts, with a steady 15-18 knot sou'westerly breeze. This enabled the Arey's Pond and Marshall classes to set a record pace for the event. The total entry of 32 boats included 12 of our own Arey's Pond catboats, with the rest made up of

Start of the 14' Cat division.

Arey's Pond Cat Gathering

By Tony Davis
Photos by Beard & Davis

Marshalls, Crosbys, Herreshoffs and a 15' Fenwick Williams.

In special recognition of this 5th year for the event, we awarded John and Vinnie Thornton a water color painting of an Arey's Pond cat on its mooring for winning the Arey's Pond class.

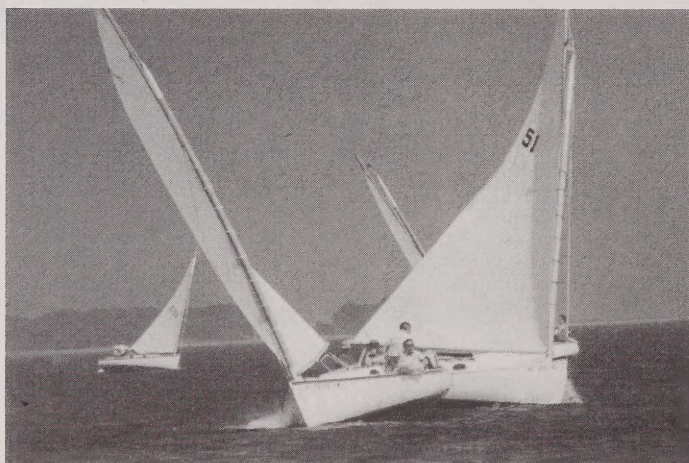


Two Arey's Pond 14's at the Narrows.

Marshall 18's in close competition.



A Marshall 18 and an Arey's Pond 14 at the Narrows.





All aboard *Pearl Necklace* for a harbor tour.

IYRS Family Day

The International Yacht Restoration School attracted 4,000 people to its 2nd Annual Family Day August 24th at its Newport, Rhode Island waterfront facility. Inspection of the school shops and projects, tours of the 1885 schooner *Coronet* and the IYRS flag-ship, J-boat *Shamrock V*, and harbor outings aboard historic yachts absorbed adults, while a full program of activities for children included building toy wooden boats, riding bumper boats and handling marine creatures in the Newport Aquarium's "Touch Me" tank display.

Members of the U.S. Vintage Model Yacht Society sailed their models, and Mystic Seaport's "Forebitter" sea chantymen and Ed Rogers' Dixieland Band provided music.

The Bank of Newport, Rhode Island State Yachting Committee and the Newport County Chamber of Commerce provided financial support for the occasion, now a popular annual attraction for locals and tourists alike.

IYRS is a not-for-profit school teaching the skills, history and related sciences involved in the restoration of classic yachts. You can learn more by contacting IYRS at 449 Thames St., Newport, RI 02840, (401) 848-5777.



Bumper boating, messing about early in life.



Vintage model yacht sailing.



Family Day crowds.

Childrens' Build-a-Boat program in action...



...and the resulting fleet.



The weather was unseasonably warm for November, in the high 70s, and a recent rain had cleared the air so it was pristine with high skies that are common for this time of year. My friend, Jim Smith, and I had decided to sail our boats to Angle Island and spend the night returning the next day. Jim is retired and I was in between jobs, so making a mini cruise in the middle of the week was the sensible thing to do. Jim owned a Tartan 27, rigged as a yawl and named *Ribbit*. My boat, *Wee Flea*, is a Santana 27.

We left our berths at Loch Lomond Marina at 1300 and motored down the San Rafael Channel to the "bird cage" before putting up our sails. The wind was light, from the north, which is typical for the winter season when the Pacific high covers most of the California coast and extends inland to Nevada. However, the tide was turning in our favor and the tide tables predicted a 4.6 knot ebb at 1600. We sailed and drifted with the current down wind, under the Richmond San Rafael Bridge and along the coast of Marin. My knot meter showed 1.5 to 2 knots, but then stopped working. I noted the time I passed the mid channel separation buoy "C," which is about one mile east of Paradise Cay Marina, and again at the mid channel marker "B." The time was 11 minutes and the distance .7 NM, making the speed over the ground at 1.3 knots.

There are some very nice homes along the shore here, some with beach houses and piers extending into the bay. It is fun to sail by and wonder what it would be like to live in such opulence. I think of Mrs. Bell and Mr. Green and other characters from the board game Clue. Farther on down the shoreline toward Point Tiburon and Raccoon Straits (which got its name from a 16-gun British sloop of war, *HMS Raccoon*, which laid up and repaired on the beach of Ayala Cove in 1814 after suffering damage on a Pacific voyage) is Paradise Cove, which includes California City and Paradise Beach Park.

The park is easy to spot because of its green lawns and a concrete fishing pier. It has good holding ground and is a good place to stop, drop your hook, and have lunch. Some people even spend the night, but I think it might get a little bouncy at night from the waves of the shipping traffic. California City has a long wharf with warehouses that look abandoned and a large concrete building further up the hillside. It is currently the site of an NOAA Fisheries laboratory and a conference center operated by San Francisco State University.

Originally, California City was a land development that was dreamed up by Benjamin R. Buckelew, a New Yorker, who arrived in California in 1846 and managed to acquire 320 acres of the Reed's Rancho along the eastern shore of Point Tiburon. He then bought a shipload of unclaimed prefabricated houses, laid out a town, sat up a hotel, and a few houses and then sat back to wait for the buyers. They never came.

We arrived at Raccoon Straits at about 1530 and picked up moorings in Ayala Cove parallel to each other. I had a 100 feet of 1/2-inch nylon line, which I was sure was enough to allow me to double it back to the boat from one mooring buoy and motor up to the second buoy for my bow line. I was about 10 feet short. I made up two spare lines and tied them to the end of the mooring line with a sheet bend and this gave me the extra scope I needed

A November Cruise to Angle Island

By Tom Simmons

"...This is the life man was meant to live but he has got all confused. In this life he could believe in God..."

Frank Wightman, *Wyo Sails Again*

to pick up the bow-mooring buoy. Once I positioned myself between the two buoys, I removed the extra lines I had made up as I no longer needed them, then gave out extra line bow and stern and rafted up next to *Ribbit*.

For boaters there is plenty to do here. There are docks for day use, and for \$10 you can tie up for the day and walk around Angle Island. The walk takes two to three hours, and the old military and public health facilities can be seen and toured. Most of the visitors take the ferry over from Tiburon and use the picnic and barbecue area in Ayala Cove. Also, there are a few reserved campsites, but these are very popular and are reserved a season in advance.

Besides the docks and mooring at Ayala Cove, there are also good overnight anchorages at China Cove and Quarry Point. If you have a dinghy, you can go ashore here and play on the beach. During the summer months, especially on the weekends, Angle Island can be quite busy. One fun spectator sport is to watch the first-time boaters negotiate the surprisingly strong swirling eddies at Ayala Cove. We, however, had come in the off season and during the weekday, which is the best time, if you have the time and the weather cooperates.

Today Ayala Cove was empty save a large commercial cruise boat and the empty ferry. Later that evening an old, beat-up folkboat motored in with four young men and a big black dog. They stayed to themselves on the other side of the cove. The ferry left and soon afterwards the cruise ship got under way with a terrible racket from its bow thruster. I could see its dining saloon with white linen tablecloths and crystal. It looked very elegant, but my little sloop was more to my taste. Now we had the cove to ourselves.

The people noise was gone and it seemed so quiet I felt like I should whisper, but soon I was able to hear the natural sounds of the island, the waves against the shore, the birds calling, occasionally a fish jumping, the splash of a pelican diving for herring. The motion of the boat, the sounds, and scenery was like a tranquilizer moving me from the hustle and stress of the world of jobs and mortgages into this magic world of peace and harmony. I made beans and rice with sausage for dinner. Afterwards I went over to *Ribbit* for coffee and cookies.

Later I sat alone in my cockpit. It was a full moon. The moonshine lit the whole cove

with silver rays twinkling, dancing on wavelets running before the wind. I could clearly see the rocky shore and outlines of the island all veiled in silver hues. The squadron of pelicans were still fishing. I could make out their ghostly forms as they guided across the cove a few feet off the water. Now and then a seal would snort as he surfaced nearby. It was in the middle of the night, with only a slice of a moon on August 13, 1775, that Lieutenant Juan Manuel de Ayala literally ran into this island. His ship, the *San Carlos*, had been sent to explore the estuaries of San Francisco Bay to determine whether or not a strait connected Drakes Bay and San Francisco Bay.

After entering San Francisco Bay that evening, they lost track of the long boat he had sent out ahead to scout. The winds died and the *San Carlos* got caught in a strong flood current, ending up stuck in shoal water in what is now Ayala Cove. Ayala named the island Nuestra Señora de los Angeles, today simple Angle Island. The anchorage seemed as good as anywhere else and there was plenty of wood and water, so the *San Carlos* stayed for several weeks exploring and charting the area and converting the "heathen Indians" that lived across the strait in Tiburon to Christianity. I wonder what it was like back then to see this land and its natural beauty. Surely seamen then must have felt the same peace and harmony with nature that I do tonight.

Finally, about 10:30 I went below and to bed. I woke a couple of times when the boat rocked a lot from passing traffic. The tugs and ships run down the channel to the north and east, and their waves will run into Raccoon Strait and Ayala Cove. I dreamt the boat was filling with water through a broken thru hull in the galley. I knew it was only a dream, but next time I tuned over in my berth I looked hard at the cabin floor.

The sun came up warm and golden like the day before. Early morning is special to me. Everything was bright, clear, and clean with the promise of something good. I made coffee and sat in the cockpit, letting the rays of sun soak into my soul and absorbing the scenes around me, hues of yellow, brown, gray, and green making up the hills of Marin across the bay, a blue heron perched on a tree overlooking the water, a dog barking way over in Tiburon, echoing across the water, the beat up old folkboat left. I had a banana and some oatmeal for breakfast.

There was a 2.6 knot maximum flood at 10:30 and a 4.5 knot ebb in the afternoon, so we left Angle Island about 9:30 to return to Loch Lomond. There was only a faint breeze and we drifted with the current up the bay. As I went under the Richmond Bridge at about 11:00, the cars were all stopped due to an accident or construction. I felt smug. Yet soon I am afraid I'll have to join that crowd again.

I am not a rich man in the monetary sense. My boat is small and old, like me, but it is seaworthy, in bristol shape, and will take me wherever I want to go. I have become aware that those things that are important to me hold no monetary value. Like the wind in my sails, what I enjoy most is free, a gentle breeze as I sail downwind, the stillness of a sunset, and the promise of a sunrise. In my way, I explore the bay and am truly blessed to have the privilege in a small way to become one with this natural beauty called San Francisco Bay.

We arrived back at the docks in Loch Lomond around 12:30.

Mexican Mission

By Jim Thayer

I was standing in the Brest railway station, engrossed in a timetable, when I was jerked to attention by the term "Atlantic Challenge." I looked up to find two fellas and a comely lass eyeing me expectantly, as one indicated my T-shirt. It was soon established that one of the guys and I had both been at Pentang, Canada in 1994.

The Mexicans are building a gig down in the Yucatan, and they invited me to drop down and lend a hand. This struck a responsive chord as the Mayan ruins have been on my to-do list for some 40 years.

Time flew, as always, and it was late February before we got organized. After a lay day at my folk's place in Las Cruces, we blundered through Juarez and found the highway south. Before long, we ran up against a checkpoint where it developed that my wife didn't have good enough identification for entry into the interior. (The tour director should have checked on this beforehand.) Well, one must admire a bureaucracy that puts paperwork ahead of the almighty tourist dollar.

Doubling back to Las Cruces, we got Susan on the phone and ordered up a passport via overnight mail. While shaking pecan trees, we had time to re-evaluate the project and elected to punt. We would just putter down the central plateau and then nip over to the west coast for some sailing.

This country is well off the tourist track but a little poking around turned up all manner of interesting things, chief of which was La Cueva de La Olla, a cave with a 10-foot high pot. We had a copy of the Lonely Planet Guide, which was generally quite good and in tune with our downscale modus operandi, but didn't list the pot or the best hotel of the trip.

We had hoped to sail Lake Arareco near Creel, which we knew to be very nice country, but a skiff of snow and gale force winds encouraged us to turn right at La Junta and head for Guymas.

It's 500 kilometers to the coast and a good two-day drive. If you want to get away from it all and see more curves than you ever dreamed existed, check it out.

Incredibly, there is a large billboard near the Sonora line, in the middle of nowhere, showing sailboats and urging one to make for San Carlos, our very goal. The San Carlos idea had been planted by Steve Axon of Salt Lake, who frequents the place with a Sea Pearl in tow.

Rolling into Guymas, we followed the Lonely Planet right to the Casa de Huespedes Martha which, at 40 pesos (\$5) for a decent room with private bath, was well suited to our budget.

The large, irregularly shaped harbor with rugged islands is visually appealing and the shrimp boats and pangas add interest. One yacht at anchor was the only evidence of cruising types. There are a couple of camps near the western end where one could base a small boat exploration. Close observation of a couple of outfalls suggests that you would not care to go swimming.

Two nights in Guymas saw us on the road, Cruz Roja collectors at every intersection, for San Carlos, just a short hop up the



Punkin anxious to go.

coast. The contrast was extreme. San Carlos is all condos, villas, boutiques, and a big marina. Following the road through town toward the observation point, one encounters a big dredged marina and a gated community, along with a Club Med and other upscale developments, accessed by one of those divided park ways beloved of Mexican towns. The akimbo light poles and cows grazing in the median provide a touch of reality. The whole area is surrounded by surrealistic mountains molded from gobs of variously colored and textured rock.

The parkway abruptly dumps you onto a dirt track leading north along the coast, which is pretty well occupied by Yankee beach campers as far as we went. The wind was blowing 25-35, which produced a sandblast layer about six inches high which threatened to cut off our legs at the ankles. No sunbathing or sailing. We holed up for the night at Piedras Pintadas just below the observation point. It looked like a reasonable launch.

Manana was a fine day with a moderate breeze, so I pushed breakfast, anxious to get overboard. The stony beach gave good footing for the Nissan and we dropped her right at the water's edge. She being the number one

Wee Punkin, which has sailed widely on the East Coast, the Pacific Northwest, and much in between. Janis, preferring a magazine to the glorious exhilarating freedom and adventure of the open sea, elected to guard the beach

We had a broad reach out of the cove and an easy run down the shore, staying close in to observe the pelicans and other sights. Three pillars on a low pediment at water's edge brought to mind Old Harry and his cohorts back in Dorset. These, however, had a less civilized flavor, obviously a bear confronting two gorillas.

My plan was to sail the estimated three or four miles to the anchorage, check out the scene, take a spin through the marina, and then head back, probably a stiff beat. In time we fetched a promising embayment where one could see the tops of masts over a hill. I was put off by the lack of a light or any marks and concluded it must be a false lead. Disappointed, I headed for a point which stuck out rather farther than I wanted to go.

The sea became progressively rougher and things got quite lively as I reached the end of the point. A dollop of spray reminded me to ready the bailer. Whoops, forgot it. A sort of half-hearted broach suggested that per-

Typical Mexico start weather.



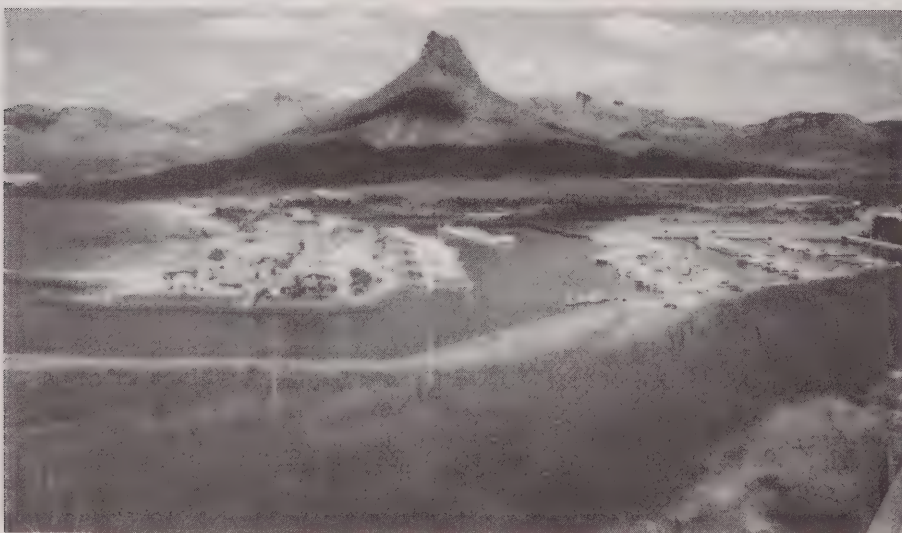


Pangas and shrimpers in Guymas Harbor.



Unspoiled shore and nice beaches.

Dredged marina right on sea front.



haps the boat was trying to tell me something. Being a quick study, I put the tiller over and headed for lunch, which was going to be a little late at best.

I pointed inshore and was soon close upon the rocks when, as one might have predicted, the wind died away completely. I was within seconds of reaching for the oars when we got clear. For a wonder, the wind came back out of the east with fair push and I could taste a cold Dos Equis when it left me bobbing just outside my cove. No wind and a hot sun soon had my shirt off. Worked like a charm. The wind came booming out of the north, right in the teeth. Rather than work right for the beach, I took some rather full boards trying to get the Punkin up on plane but she wouldn't go for it.

It was a nice little jaunt and hardly merits the telling, except that I was the only sail on the ocean. Why are those people keeping all those boats down here?

Back in town, we toured through a gated hilltop community with fabulous views. Didn't see much sign of life, except for a few people doing what Americans do best, washing their cars. That afternoon, beachcombing a bag of lovely rocks, we did see three boats out (two jib only) enjoying the 12 to 15 breeze, so maybe I've been too hard on them.

We were running out of time, so decided on a quick reconnaissance of Bahia Kino. Kino, too, has been hit by a leisure boom, partly Yankee and partly Mexicans from Hermosillo. There is no marina, so the long beach is the main attraction. There is a steep ramp just north of town with a big tractor in attendance and about 25 stateside trailers parked there.

We spent an interesting couple of hours watching the pangas offloading the shrimp boats which anchor off here. The pangas come sliding up on the beach and then shovel out a pickup load of shrimp. Some people evidently have picking rights and grab out the biggest ones.

The very large Isla Tiburon is just offshore, with a number of smaller islands about. The Islas San Esteban and San Lorenzo split the run to Baja into thirds, as if placed to lure small boaters across.

It would be a reach across, then a beat up the island chain to Angel de la Guardia, and a quick dash across to Bahia de Las Angles. Coming back, it would be a broad reach ENE to Bahia Sargento and a fun run down the "canal" between Tiburon and the mainland. It looks like a dandy two-week cruise.

While buying ironwood carvings, I asked the fellow how far the road north of town extended. He quickly replied that it went clear to Puerto Penasco and within sight of el mar all the way. Since this info was volunteered right out of his head, I give it some credence and am anxious to check it out.

A dandy project would be to put in at Penasco and send the support van down the road with frequent rendezvous. Better run the road first with a GPS or have good radio contact. Ah, so many put-ins and so little time.

As usual, the ratio of road miles to boat hours was badly skewed.



Downwind for San Carlos.

Left: Rocky shore, get the board up!



San Carlos Harbor.

A lot of scampi.

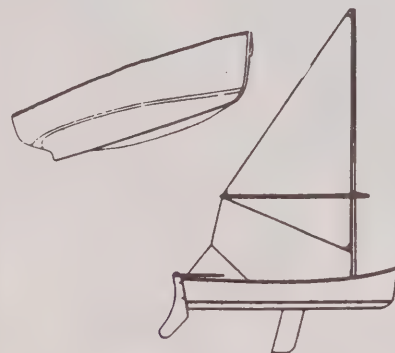


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We decided to make another attempt at sailing to Baliceaux Island; our first experience with it left us wanting to find out more. We decided to put a reef in the main this time; a little insurance against last month's knockdown. Again we had a battle upwind to get there, but this time the harbor looked approachable. The only problem was that there was a large ketch; one of those ancient vessels with rust-streaked topsides and a general appearance of malaise that you see from time to time in the islands, anchored in the entrance to the harbor and we were unfamiliar with the extensive reefs that rim the entrance.

We sailed in as far as we dared and then let the sheets fly and tried to row in. This proved to be difficult, but just barely doable. We anchored 200 yards offshore, in about twenty feet of crystal-clear water, although this took three attempts because there was not enough rode to hold and I had to splice on another 50 feet of questionable 3/8" polypropylene. We couldn't go in any further because we would be driven ashore by the surf and never get off. This meant that we had to swim in, something that Kay was not too happy about until I suggested we take life vests with us.

As soon as we hit the beach, we started out to see what we could find out about the wreck. After a rough journey along the rocks, we came to where boat debris, clothing and even canned goods littered the rocky beach. Finally we came to the wreck; a 42 foot Beneteau with her bottom ripped out and a huge hole punched through her starboard side. I walked in through the hole and found that the entire interior had been cut out by the local fishermen; there was nothing left but the massive exterior of the hull.

We returned to the little seasonal fishing shantytown and asked the men there what had happened; they replied that the boat had been anchored off shore when a storm came up and had been driven ashore before her crew could do anything to save her.

The fishermen live here only during the lobster season; they showed us around their meager holdings, which included a few dilapidated shacks, a dry well full of debris, a

Musings From Mustique

By Rick Klepfer

compressor for filling diving tanks, a few derelict boats, and a cookhouse in which some men were baking bread and smoking fish over wood fires. There were chickens running around and men napping in hammocks stretched between the trees or on top of the remains of boats.

We decided to hike up to the top of the ridge of the island and were rewarded with a spectacular view of a dry meadow with a few grazing cows, the ruins of an old farm building, a picture-perfect bay and the impossibly steep island of Battowia, a scant quarter mile to windward.

We were drawn down to the rocky beach where we saw a deep, hand-dug well and a well maintained rowboat on the beach. The water was clear and inviting and to the north we could see high cliffs which contain crystals unlike any other in this part of the world. We yearned to sail over to Battowia, but the shores looked most uninviting, but we knew that we would have to return here when we had some time to do some in-depth exploring.

We passed back through the fishing village and waved to the men there. They are quite reserved in their speech, perhaps reluctant to see foreigners come and spoil this last vestige of unspoiled country. A pleasant swim out to the boat and a not so pleasant ordeal in getting back into it without a ladder and we had a relaxing lunch.

The sail back took us out to sea to get upwind of our destination. Our course took us down between Mustique and the wreck of the *Antilles*. Since the afternoon sun was in our eyes, we had some difficulty in locating the wreck and tried to stay as far to the south as we could without getting caught in the surf that roars into the shallow bay. We gauged things correctly and slipped in behind Point Lookout and onto the mooring without incident; the end of an exhausting but satisfying sail.

Fishing is a mainstay of life in the islands. The fishermen on Mustique are engaged in every sort of fishing, from whaling to bait fishing with a cast net. One of the main operations, and the most glamorous, is the lobster fishery.

The lobsters here are clawless and very similar to those found in Florida; not like the Maine/New England ones that are more common as restaurant fare in the N.E. United States. They are not even referred to as lobster, but as "langouste". Instead of setting traps to catch them, the fishermen here use SCUBA gear and dive for their catch. This becomes dangerous work as they must dive ever deeper to find their quarry.

The fishermen are not formally trained in the use of diving gear, but are taught by their elders as they become old enough to join in the hunt. This lack of training has resulted in some severe accidents and deaths; there are a few survivors of the bends who have been partially paralyzed and are only able to mend nets on shore. The men take little heed of how deep they are diving, how often they dive, nor how quickly they ascend from depth.

The lobstermen are considered the "rock stars" of island life; they have fast, stylish boats, work short hours and make a lot of money. Early every morning we see them putting out to sea in their speedboats; leaping into the air at every wave and giving their occupants a ride of their lives. The boats are mostly built in Bequia and are sleek plywood designs with the largest outboard motors on them that the men can afford. There is a lively repair business on Mustique since these boats are always driven flat out and quickly meet with old age.

The boats are about 16 feet in length; pretty small for dealing with the open ocean, but apparently up to the task if placed in the right hands. The hulls are of plywood which is cut into wedge-shaped panels to form the extreme vee of the bows. The frames are of approximately 3/4" x 1-1/2" and are set on irregular centers. The foredeck is quite large, to keep the spray out of the boat, and is made up of three overlapping and cambered panels which add a lot of strength to the structure and also make construction of the complex bow easier. The hull panels are joined with large, rounded battens or chines which eliminate any fussy fitting of the panels during construction and serve as spray rails in the operation of the boat.

A pair of thole pads are placed along the gunwales and the stern of the boats is constructed as a motor well for the outboards that can run up to 150 horsepower. The bow has an eye set into the deck which serves as a mooring point but, more importantly, as a means for the diver to keep himself in the boat as it goes airborne over each wave crest. The boats are finished out in wild paint schemes and frequently emblazoned with endearing names.

In operation, the boats are run out to the fishing grounds at full throttle. Upon arrival the diver goes over the side and the boatman cuts the engine to keep from cutting up his partner. The boats are then rowed by the boatman, following the air bubbles of the diver as he searches the bottom for lobsters. We have watched them working in depths of over a hundred feet in this quest. When the diver secures a lobster he returns to the boat, throws it in and returns to the bottom. All of this activity is taking place in waters with intense currents; the only saving grace is that the water is as clear as tap water and you can always see what is going on around you.

When the lobsters move out further, the fishermen may elect to relocate to one of the uninhabited islands that are further out to sea and camp there for a few months. The Windward Islands are part of a ridge that is only about 15 miles wide. Within this ridge, the water depths are about 100 feet; beyond the ridge, the depths plummet nearly vertically to over 1600 feet. This feature of the sea floor limits the lobster fishing to a relatively small area.

All in all, it is a rough life and one fraught with dangers. For all this, the men get a small price for their catch although it is more than they can make elsewhere. As with other places around the globe, the lobster is becoming scarce and either they will be fished out or they will become illegal to hunt. In either case, the West Indian lobstermen's days seem limited.

(To Be Continued)



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A Shorewatch Holiday

By Al Levine

Introduction

I just returned from England, sailed on a not-so-small boat, and then did this volunteer program building a Tall Ship. It cost \$175 for a week, room and board were supplied. It was good fun, and interesting.

What is included in the price of Shorewatch Holiday?

The Shorewatch Holiday fee includes shared accommodation in twin bed rooms and three meals a day (special dietary requirements can be catered to). You will only need to bring spending money for the bar and other off-site activities.

The accommodations, run by the Shorewatch Purser (who is a qualified RGN), is on site in a fully accessible, hostel-style block with its own bar and lounge. Duvets and linen are provided, but you will need your own towel.

If you have your own steel-capped safety boots, please bring them. You will be supplied with protective clothing and equipment.

Building a Wooden Ship at Jubilee Yard

Laying the Keel

Traditionally this is the first stage of building a ship. Literally it means the commencement of hull construction and the start of the prefabrication of the keel section.

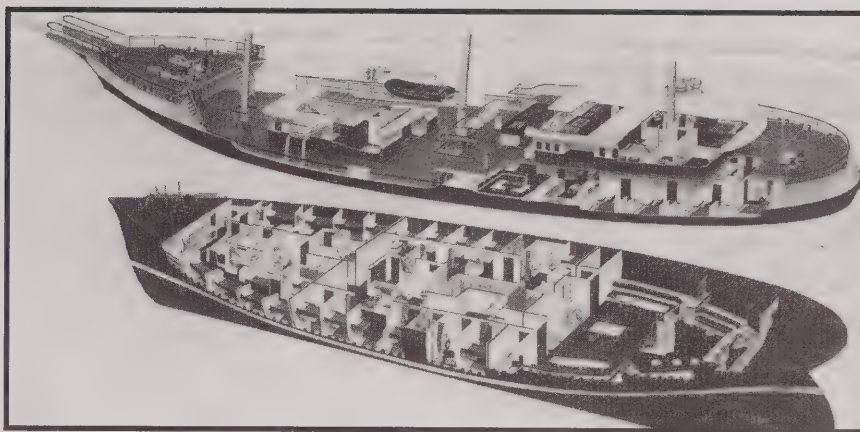
Lamination of the Hull

The hull will be built upside down and turned up the right way after completion of the planking. Initially the internal hull structure will be prefabricated into hundreds of components which will include the stem, frames, knees etc. (If you don't know what these are, you will by the time you finish your Shorewatch Holiday!) These components will be built into the structural framework or skeleton of the vessel.

The next phase will be the planking. The hull thickness will be 75mm, made up of five separate layers of planking. When the hull shell planking has been substantially completed and the outer fibreglass sheathing applied, the hull will be turned over. This will be a momentous occasion and probably a once in a lifetime occasion for those who witness it. Steel rings will be built around the hull, which will then be rolled slowly around on floor mounted rollers. The next stage is to lay the deck panels, and when these are in place the hull will be complete.

Fitting out the Hull

This is a major part of the construction and will be the longest stage in the building. Much of the electrical, engineering, and plumbing system installation work will be carried out by skilled tradesmen, but there will still be a great deal of work to occupy the Shorewatch crews and shipwrights building the superstructure, deckhouses, cabins, and bunks.



Launching

At this stage, the hull and the superstructure will be complete, as will the bulk of the outfitting work. The ship will now be ready to go into the water for basin trials on the engineering systems. The masts will be stepped and the rigging fitted after this stage. Following the successful completion of sea trials, the ship will be ready to hand over to her new crew for the maiden voyage.

A Day in the Life of a Shorewatch Crew Member

07:30: Just made it in time for a cooked breakfast in the canteen. Good job it's only across the way from our accommodation.

08:30: Reported for duty in the ship-build hall, wearing the overalls we were issued during the health and safety induction. We were all allocated jobs by the shipwright foreman.

10:00: I was well in need of a cuppa when tea break came around, having spent the morning helping to cut the planks for the hull.

12:00: Lunch was in the canteen where all our achievements were noisily discussed. The other shorewatch crew have been sanding and laminating deck beams, clearing space for the next stage of the build and showing a group of visitors around the site.

I nipped up in the lift to the viewing gallery to take a photo of the whole ship-build hall before we were due back for the afternoon shift.

16:30: The end of my first full working day in a shipyard. I'm tired, filthy dirty, and happy! There was so much to learn, I wonder what job I'll do tomorrow. The thought of a long, hot shower and supper spurs me on in the clearing up session, and then it's off to the bar for a quick drink with some of the other shipyard workers.

19:30: Full-up and clean again, we're sorting out our team for the quiz tonight in the bar. It won't be long though before I'm off to my bed, it's tiring work building the New Ship!



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The Motor Whaleboats of Dog Island

By Robb White

Lore

My wife and I live over here on Dog Island in the northeastern Gulf of Mexico. It's a sand barrier island about seven miles long and almost a mile wide in one or two places. The mainland is about three-and-a-half miles across a shallow bay about 15 or 20 feet deep. There is no bridge over here, so people have to get back and forth in their own boats, wait for the private ferry, or hope that the grass airstrip isn't too wet to fly into or out of in their little airplanes.

Most of the houses on the island belong to people who only come every now and then, but there are some 10 or 11 places that are inhabited by hard-bitten permanent residents. Because of the situation, a lot of these people own old 26-foot Navy surplus motor whaleboats. Some of those old whaleboats are owned by folks who can afford something much fancier. All of the permanent residents who have to go to work on the mainland have one.

One reason that the old whaleboats are so popular (about seven at last count) is that they are cheap to own and run. All of them were bought surplus from the Navy for from \$450 to \$4,500. They will go about 14 nautical miles to the gallon of fuel and require very little maintenance. Some of them have changed hands several times, but most of them have been in service more or less continuously for years. It isn't unusual to hear some kid ask his parent at the public boat ramp on the mainland, "Dad, what is that old boat?" "Why, son, that's one of them Dog Island Trawlers, they can go in a hurricane," is the approximate reply.

Ain't all that far fetched. When hurricanes come, and they have been coming often

around here these last 20 years, someone will miss the last ferry from the island and one of the permanent residents will haul them to the mainland in a motor whaleboat. During one such storm, a friend of mine was trying to help out some people who had holed up in the little harbor on Dog Island and were dragging anchor, when he wrapped up a drifting inflatable dinghy into the wheel. The whaleboat was disabled while too far to swim to land, and my poor friend had to spend the night of the hurricane anchored out, had to wrap himself up in a blue tarpaulin in an attempt to keep warm. Luckily, his big old anchor held because the boat he was trying to help wound up way up in the trees.

Description

The fiberglass 26-foot Navy motor whaleboat is the latest of a long evolution of tenders for the ships of the Navy. I guess the name comes from the double-ended boats back in Queequeg's days. Real whaleboats are made to easily work well from ships, and probably fit the role of ship's boats just fine. I don't know when they first installed engines in them, but the result was notable enough to change the name to "motor" whaleboat. During World War II, motor whaleboats had little four-cylinder gas engines and were steered with a bronze tiller.

There is a good scene of one of that model in the movie *South Pacific*. One that I saw was strip planked from mahogany. Some of the early fiberglass boats were powered by four-cylinder Buda diesel engines cooled by a keel cooler recessed into the hull, a very good rig. Now they are all made of fiberglass and, for the last 30 some odd years, have had a four-cylinder Perkins diesel engine (marinized by Westerbeke). These boats are about 26 feet long and 8 feet wide and weigh about 5,000 or 6,000 pounds. They are built heavy duty.

The manual says that (there is one genuine, dog-eared, Navy published Motor Whaleboat manual in circulation among the Dog Islanders. Most people have forgotten to whom it belongs, but it belongs to me. It was soaking in the flashlight cubbyhole of my

whaleboat when I hauled it from Jacksonville back in 1980 along with the flashlight and a package of condoms) the Navy motor whaleboat is unsinkable, self-righting, fire retardant, fitted with a collision bulkhead forward, and will haul 26 men (14 in extreme weather). Sounds like a pretty good boat, don't it?

The new (since early '60's) boats are built of thick fiberglass and have seats and bulkheads built into the heavy liner. The engine sits about in the center of the boat under a fiberglass take-apart box. The engine bay is separated from the forward and aft compartments by bulkheads almost as high as the sheer of the boat. Starboard and just aft of the engine is a little console with a big bronze steering wheel sticking up on a vertical shaft and some instruments (usually defunct in surplus boats). The wheel man (coxswain to you) stands on one of the 10-gallon monel fuel tanks and braces his back on an aluminum backrest mounted to the after bulkhead while he steers the boat.

There is a standard, two-handle Morse control to deal with the throttle and the shift. The seats are neat. They are molded into the sides of the liner, run smoothly all around the whole boat, and have hatches for access to storage compartments underneath. The bilge of the forward compartment is covered by a cast aluminum grating (diamond plate in some). The stuffing box for the 1-3/8" bronze shaft (usually bent, but easily straightened) is covered by a removable fiberglass floorboard.

There is a big Wilcox Crittenden piston style bronze bilge pump mounted on the after side of the aft bulkhead which pumps the sump at the heel of the keel. The bilge is continuous, and there is supposed to be a bronze, centrifugal bilge pump, belt driven from the engine and low enough to be self priming, though I have never actually seen one that worked.

Some Common Problems

Most of these old boats aren't running when you get them. Mine was not only not running, but was full of water with engine oil floating on top. I imagine that the reason that they are surplused out is because they quit running. My friend, though, bought the \$450 jewel because the hull was busted by some accident on board the ship or in the surplus yard where I have seen forklift holes in other boats.

When he got it home after various trailer mishaps (never underestimate the determination of a whaleboat to destroy a trailer when it has to suffer the indignity of land travel), he climbed up into his prize next morning and during his inspection, pushed a button and the horn blew loud enough to wake the dead. "Wow," he thought. "Must have some batteries in it somewhere. Wonder what this button does?" Damn thing fired right up. Took him so long to figure out how to shut it off that the day tank was boiling over and the raw water pump impeller was ruined. All he did was put in a new impeller, patch the busted place in the hull, paint over the gray, run it for 10 years, and act smug.

That impeller is usually the reason the old boats aren't running when you get them. The raw water pump is a little miniature Sherwood, driven off the camshaft in front of the engine. The usually rotten hose to it is in a bad place and has usually been left alone for too long. Whaleboats are not normally left in the water by the Navy, but hung in big davits



on board ship (mine was starboard, aft on the *USS Saratoga* all through the Vietnam War). Every time the boat was launched, the little Sherwood had to run dry for a while.

Though the engine has a heat exchanger and fresh water coolant, evidence shows that most of them ran hot a lot and need a piston ring and crankshaft job. If the block is not busted, the original engine can be repaired with readily obtainable Perkins parts. The cylinders are even replaceable. Lots of parts can be scrounged up from places other than "marine" to save money. Those little Perkins diesels were, at one time, used on the refrigeration units on semi trucks, and lots of Thermo-King places have new old-stock parts that they are eager to unload.

The transmission in late boats is a big, heavy duty Paragon hydraulic rig set up to run two to one. They all leak transmission fluid out the rear seal where the coupling makes up. The rusty sealing surface is one problem, but the real thing is that the coupling flange which forms the sealing surface fits onto splines on the output shaft of the transmission. This output shaft is part of the big reduction gear. The damn transmission is practically bulletproof except for these splines. Even the manual warns that "repeated operation of the transmission from forward to reverse at full throttle will cause excessive wear." Wow, I reckon so. I can't imagine doing it all that much, but maybe someone did.

What happens is that the loose splines from the wear from such as that allows the flange to wobble in the seal and make it leak. It has to be fixed or else the damn thing will dribble about a quart of automatic transmission fluid an hour into the bilge, and that ain't right. Oil thickeners don't seem to help a bit. The best fix is a new output gear, flange, and seal for a bunch of money. One of us glued the flange to the splines with this epoxy J.B. Weld to try to keep it from wobbling, but got it on there crooked so that it wobbled and leaked worse than ever. He has one of those old horizontal heavy duty Yanmar single cylinder engines that is beginning to look pretty good.

Other Than Minor Mechanical Problems, Any Other Imperfections In These Jewels?

A motor whaleboat will roll with the most vicious snap I ever saw, and I have seen a plenty. Back when the dew was still on the filly after we had resurrected our whaleboat, my wife and I went to the Bahamas in it and had to ride a nasty little beam chop all the way in the Gulf, then a regular Gulf Stream thing all day across. I tell you, our behinds were sore just from clenching onto the seat. As one Dog Islander said, "Damn thing will roll the dipstick out of the hole."

They'll also throw water on you. A motor whaleboat has a blunt convex entry to the bow that, to my knowledge, has no rival for throwing water to windward. A semi "V" aluminum boat comes close, but they aren't as determined. The exclamation, "Wow, what a nifty boat!" quickly becomes, "Hey man, you need to put some kind of shelter on this thing" when we get out of the river.

To give the devil his due though, there is nothing I ever saw that will go straight into it or straight away from it like a motor whaleboat. They've got enough horsepower and a big enough wheel to maintain speed to windward in mighty rough weather, and the

stern is shaped just right for a following sea. One of us routinely unloads lumber, septic tanks, and things like that on the sea side in the surf by pushing up on the bar and holding the boat straight, stern to the breakers with the rudder and engine while a rusty backhoe takes the septic tank off. Try that in your outboard powered deep "V".

My friend, the wit here on Dog Island, put the performance of the Navy motor whaleboat this way. "They can stand a hell of a lot more than you can."

Another thing they will do is wash sand. Our local wit says that they can go anywhere if they can just get a little water to the wheel. After Hurricane Kate, two of them washed a deep draft 45-foot sailboat off the dry land. Made up alongside each other heading in opposite directions, one whaleboat washed toward the beach and the other washed the sand that was stirred up out away from the operation. Before long, both whaleboats were completely landlocked in a seven or eight foot hole which they moved slowly toward the beached sailboat. After two days of 24-hour wide open washing, they had the sailboat upright in the hole with them. Two days later, they had accomplished a salvage job that had a low bid of \$18,000, with barely a hint of what had happened left on the beach.

When I bought mine, I hauled it gleefully home, fixed it up, and it has served me well for a long time. Now, mostly it hangs on its mooring up there in the harbor while I gallivant back and forth in these little skiffs and sailboats that I love so much, but I know that if I need to, I can take a battery up there and fire up my motor whaleboat and do what I need to do.

If you want to look into buying one of those old whaleboats, the phone number is 800-GOVT-BUY.

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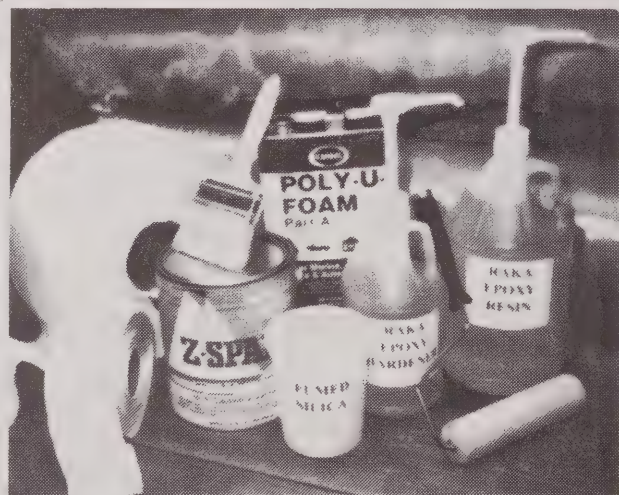


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The Old Swiss Racing Shell

By Bob Harrington



It's a Stampfli. I was on my annual rowing vacation in the Florida Keys during the spring of 1995 when I discovered it in Tom Waldron's cabinetmaker shop in Big Pine Key, Florida. It was hanging against the ceiling. Tom had raced it when he was at the University of Miami and used to win with it. I persuaded him to sell me the boat for \$250. I thought we could fix it up for our rowing club.

Bruce Miller restored it for me, and now he'd like to sell his brand new Kascher racing shell. He found the boat was in rough shape when he first started work on it. Several of the ribs were broken or missing and he had to remake most of the interior structure. He used Spanish cedar as well as spruce in his reconstruction. Some pieces had to be steam bent and clamped to shape. To make the boat stronger, he used epoxy glue and decided to cover the outside with fiberglass and epoxy to make it stiffer. He finished it off by painting the decking white. It is made of Spanish cedar, is 26' long, 10" wide and weighs about 35lbs with the riggings and seat in. The hull is only 2mm thick.

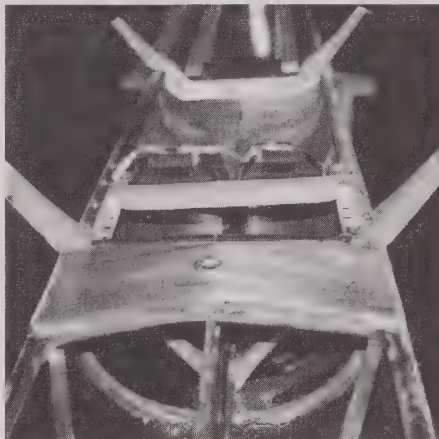
Now the boat is in racing shape again and Miller, a rower for eight years, hopes to begin racing it in the fall. The boat is maybe a little lighter and somewhat stiffer, Bruce feels. He estimates spending 500 hours and \$300 in materials to restore the boat over the past year. It was not so much the cost of materials as the many, many hours of work.

The boat has a very interesting history. It was built by the Stampfli Company in Zurich Switzerland, in 1935 for the 1936 Olympics. The boat is labeled #500, but it is not known exactly how many were manufactured. Bruce has inquired of the Stampfli Company to get more information on the boat but has not received a reply. Stampfli made the best racing shells in the world, you won't see many others like it. It rows like a dream.

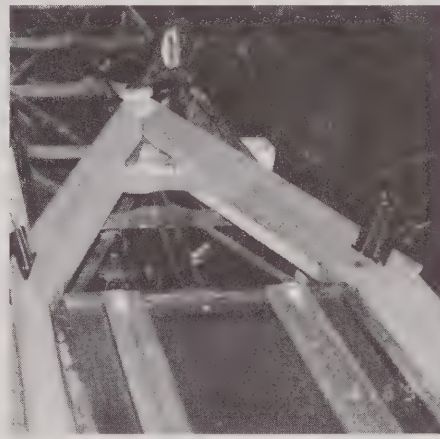
I hadn't originally planned for the boat to be raced again, I just wanted to restore it and have it for a beautiful piece of sculpture. But now that the boat is complete my plan has changed, it's for Bruce to win races with.



Bruce had to fit Spanish cedar, shaping and clamping it to the cockpit area as the old skin was split.



Supports for the riggers were fashioned from Spanish cedar.



Splashboards fitted, epoxied and screwed in place.



New footrests were made from Spanish cedar also.

Bruce heads out for his first row in the restored boat.



I have recently developed a method for home-building long, narrow, hard-chine fiberglass hulls for multi-hull craft that I call Foamboat. While I have the greatest admiration for traditionally-built wooden boats and the people who build them, I wanted a way to make "quick and dirty" hulls for light duty use. I surveyed the various construction techniques and kits available and decided that none suited me. Most home-built wooden boats are sheathed in fiberglass anyway, so I decided to just build fiberglass hulls and forego any intricate woodworking.

It was not worthwhile to construct the female molds usually needed to build up fiberglass hulls for just a couple of copies, however. I was aware that custom surfboards and some children's boats are made by wrapping fiberglass and epoxy around a carved rigid plastic foam core, a male mold, which remains inside. What I have developed is a new way for the home builder to form the foam male mold. In order for the method to be practical, the mold must be inexpensive and easy to build and should contribute enough to the overall strength of the finished hull to justify its weight and cost. I believe Foamboat meets these requirements. Note that the techniques and materials I recommend produce hulls suitable for gentle use on placid water, and that my hulls are not stored in the water.

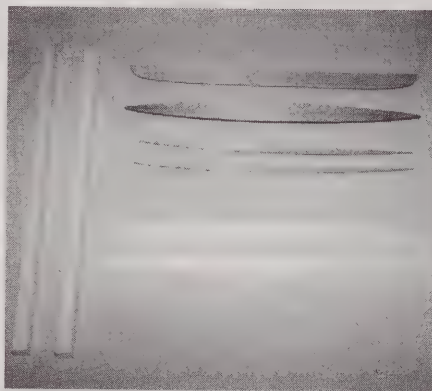
Foamboat allows a hull to be made directly from the plan and profile drawings of the proposed hull. There is no intermediate step needed to determine the three-dimensional shapes and dimensions of the numerous pieces usually required to assemble a traditionally-built wood and plywood craft. No plywood need be bent, much less tortured, and the builder does not need an advanced degree in clampology. There is no trial cutting and fitting or fairing of wood parts, and no nails, screws, pegs, or wire stitches are required.

A curvaceous hull may be produced even though all wood pieces may be flat and all wood joints may be made at right angles. It is not necessary to pump foam into the finished hull as emergency flotation. No strong back is required, and very few tools and woodworking skills are needed. One special tool is needed, a hand-held hot wire for cutting foam. A table-mounted hot wire cutter can also be useful if the method is going to be used repeatedly. I built my own inexpensive versions, but both these tools are sold for several hundred dollars each by Demand Products, Inc., 4620 South Atlanta Road, Smyrna, GA 30080, phone (800) 325-7540 (see October 1st issue).

Traditionally, one-off foam cores are shaped using woodworking cutters and scrap-

Introduction to Foamboat

By Sam Overman



Components of Foamboat model.

ers. This process produces electrostatically charged dust and crumbs that pose a health threat to the carver and create a nuisance to clean up. My method uses a hot wire to cleanly carve the hull mold, and the carver need not have a sculptor's eye or talent. The male mold is constructed of rectangular rigid plastic foam billets glued onto a framework of thin plywood pieces that are joined to form a kind of "I-beam." The outer edges of the plywood pieces are cut to the curves on the drawings of the hull, and they serve as the memory of the hull shape buried within the foam.

Once the mold is assembled, the hot wire cutter is used to remove the excess foam, which process creates the hull shape. The hot wire is run along adjacent pairs of curved plywood edges in turn while the cutting wire is always held perpendicular to the long axis of the mold. That way, corresponding areas on opposite sides of the hull will have the same shape. Not all hull shapes can be developed in Foamboat. However, details of the sizes and curvatures of the plywood edges can be varied infinitely, and each variation will produce a variation in the hull surface shape. The eventual surface of the mold is not built, but rather emerges from what might look to the uninitiated like a stack of debris on the workbench. The cutting step is actually somewhat magical and is worthy of performance before an audience.

The simple example hull shown, P01, embodies no hydrodynamic sophistication. I just drew the hull long and narrow, but big enough to have considerable reserve buoyancy. I drew some rocker into the ends and made the profile of the ends rounded solely to demonstrate that such features can easily be built into the hull. The angle of the bottom vee and depth of the chine can very easily be changed. Whatever appears on the drawing directly translates into the flat plywood parts and thus into the final hull shape.

It is not always easy to visualize the results of subtle variations, so it can be useful to build models. Happily, the models are quickly built in exactly the same way as the full-size hulls, except the plywood used is the extremely thin model airplane variety and the models' foam is cut with an inexpensive Flora-Craft hobby shop hot wire. I draw the profile and plan views of prospective hulls on grid paper

on a scale of one inch equals one foot, and each grid inch is divided into tenths.

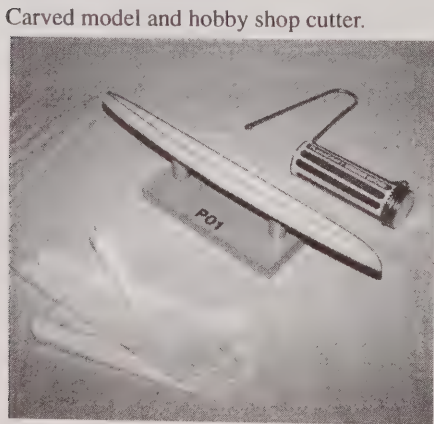
The drawings then serve as the patterns for cutting out the models' plywood pieces. The drawings can later be scaled up to produce patterns for the eventual full-size hull pieces, or can be transferred directly to the full-size plywood. A handy tool for scaling up is a 25-foot tape measure whose feet are divided into tenths and hundredths. I have made up names for some of the Foamboat plywood parts that are evocative of conventional boatbuilding terms. There is not a one-to-one correlation between some of the parts that make up a Foamboat mold and those in a traditionally-built wooden boat.

I buy white expanded polystyrene, one pound per cubic foot density, from Mid Atlantic Foam, 55 Joseph Mills Drive, Fredericksburg, VA 22408-7304, phone (540) 373-1800, in 4 x 8 foot sheets, custom cut to my specified thickness. This supplier usually deals in truckload lots, but will custom cut sheets or even individual billets up to 16 feet long. I use a homemade table-mounted hot wire cutter that has a movable fence to slice off and trim billets. A hand-held cutter can also be used for this purpose. In the latter case, the foam sheet is first sandwiched between two pieces of metal or lumber having straight, smooth edges, then the hand-held hot wire is slid along the edges to make a clean, straight cut.

Because hull P01 is symmetrical and I needed more than one, I saved a lot of jigsawing and sanding of long plywood curves by first cutting and meticulously sanding one-half (one-quarter in the case of the deck plate) templates from half-inch thick plywood. Voids in the template edges were filled with putty. The plywood mold parts themselves were drawn by tracing the templates, then roughly cut out with a jigsaw while leaving a thin rim of wood outside the lines. A router equipped with a straight cutter that has a template-following bearing on its shaft was next used to follow the templates and trim the edges of the mold parts. The templates and router produce repeatable and very smooth curved edges that need almost no sanding.

I used epoxy to scarf and otherwise join the plywood pieces to achieve the needed lengths, and it may be used to assemble the mold components, but its unequaled strength is not really required. The foam billets act as very large gluing cleats, and they offer huge surface areas for accepting adhesive. I used (a lot of) Liquid Nails Heavy Duty for Construction and Remodeling and ChemRex PL Premium on the demonstration hull. Both are sold in king size caulking gun tubes and both are specified for use on foam and for outdoor projects. They provide for adequate repositioning time, and glued parts need to remain clamped overnight.

Adhesive should be applied in such a way that it does not squeeze out past any of the curved plywood edges, otherwise the hot wire may ride over a blob of glue rather than cut through it. These glues, when used to make scarf joints in the foam billets, could not be applied where the hot wire would pass through the joint. The thin plywood pieces provide considerable stiffness to the eventual hull, but they primarily serve to present their curved edges to the hot cutting wire. The use of fiberglass tape or fillets on the wood joints would require that the inside corners of the foam bil-



lets be relieved, which is unnecessary extra work. In traditional boatbuilding, the phrase "the devil is in the details" certainly applies. With Foamboat I have tried to eliminate as many devilish details as possible.

There are some special considerations for applying fiberglass and epoxy over a foam mold. The curved edges of the plywood pieces should be coated with epoxy and lightly sanded before the mold is assembled. Pure West System 105 epoxy resin used with 206 hardener will not attack the foam I use. To test the suitability of any other type or brand of resin, it should first be used to stick a patch of fiberglass cloth to a scrap of foam and the result evaluated. Slow hardener should be used in the epoxy, and any strategies ordinarily used to hasten curing should not be employed. The idea is to avoid building up heat on the foam surface.

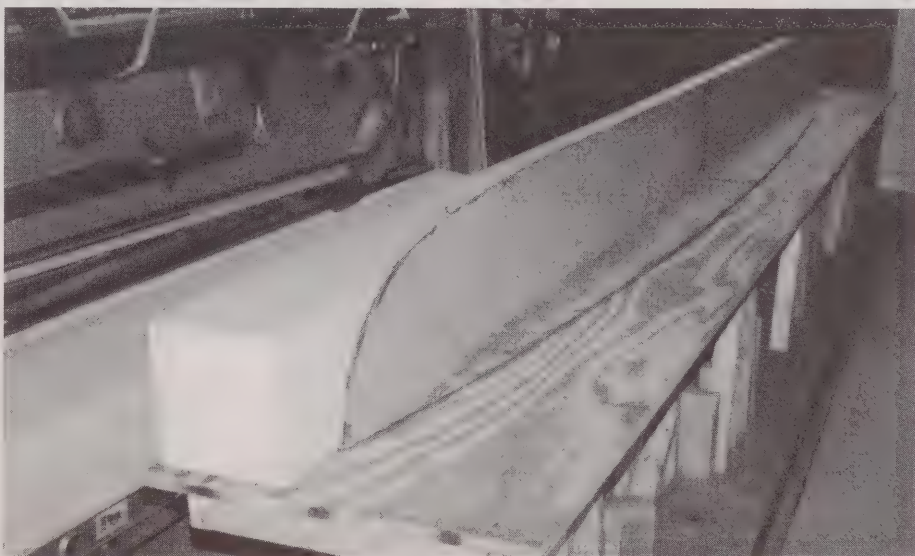
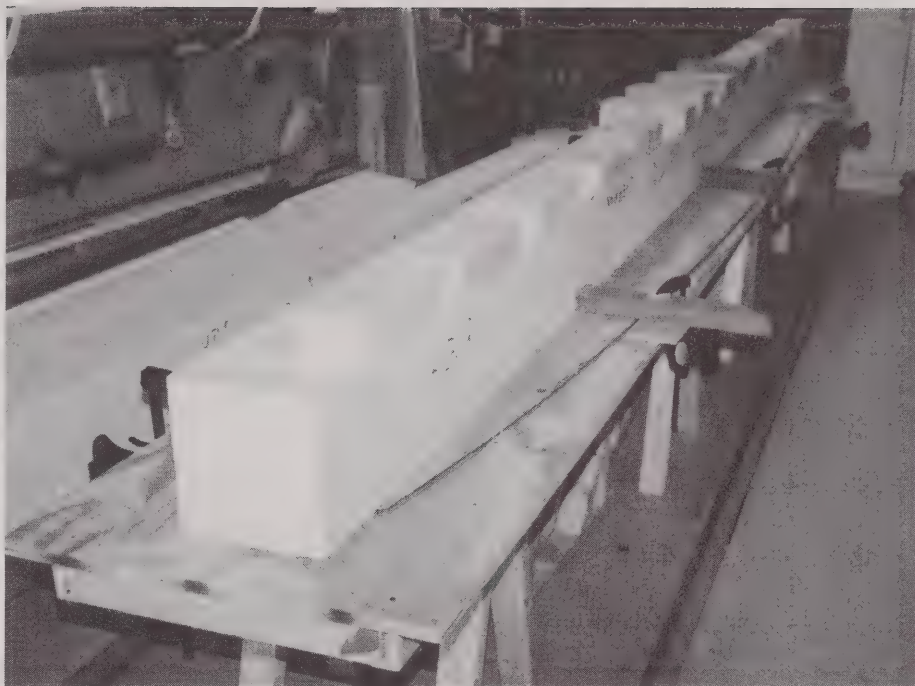
Additives intended to thin the epoxy should first be tested on a sample of the foam and a sample of the cured foam adhesive. Many chemicals dissolve foam and attack adhesives. The microscopic pores on the foam surface provide adequate "tooth" for epoxy adhesion, but the foam does not absorb epoxy past that first thin layer of pores. Therefore, the absolute minimum of epoxy should be used when the first layer of material is wet out to minimize runs and heat buildup and to keep from floating the fiberglass.

The object is to build up a fiberglass crust that should be capable of performing as a hull without reliance on the foam and plywood mold contained inside. The thickness of the crust depends on the intended use of the hull and the stresses it must resist. My older model fiberglass Alden Ocean Shell Single rowing shell has no bulkheads, no frames, no ribs, and no stringers, yet it is capable of giving many years of low maintenance service. This includes being hauled on the top of a motor vehicle running at turnpike speeds, and yet its fiberglass skin is only 1/10 of an inch thick.

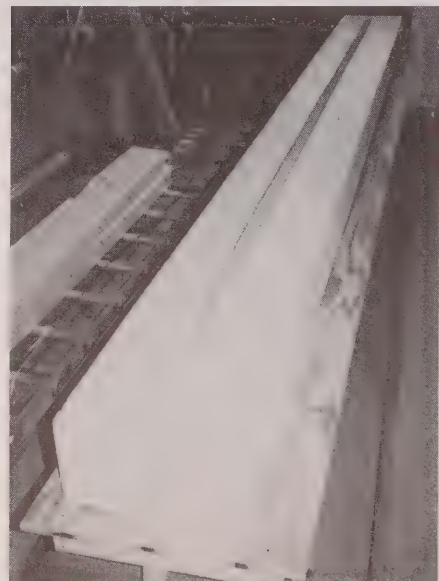
The tubular shape of the boat and the rounded edges on the hull contribute to its rigidity. It is 16 feet long, completely hollow, and weighs just over 40 pounds. Considering that the foam and plywood actually do contribute to the strength and rigidity of a Foamboat hull, for the conditions I have specified, the fiberglass certainly need not be built up to any more than 1/10 of an inch thickness. The final outer surface, of course, needs to be prepared, primed, and coated to protect the epoxy according to the same techniques recommended for finishing the outsides of fiberglass-sheathed wooden boats.

While the pictured demonstration hull P01 turned out pretty well and proved the Foamboat concept, I did learn some lessons from its construction. Instead of the heavy 18-pound half-inch plywood deck plate, I would subsequently use a quarter-inch plywood deck, having a couple of backup blocks of half-inch plywood fastened to the deck plate's underside where attachments to the hull would eventually be made. Rather than scarf join thin plywood pieces to achieve the needed lengths, it works just as well for anything as thin as a quarter of an inch to just butt join the pieces with filled epoxy and to also epoxy a reinforcing strip of the same plywood over one side of the joint.

The reinforcing strips are not allowed to reach within a half-inch of the curved edges of the pieces of plywood, and as the mold as-



sembly progresses, shallow pockets are scooped into the foam billets to accommodate the reinforcing strips. In addition, the adhesives I used on the prototype were so thick that spaces appeared between the carved edges of the foam and the curved edges of their mating plywood pieces. A thin layer of a spray-on, brush-on, or roll-on adhesive, on the other hand, provides a close marriage of the mold components, can be applied in a way that prevents large blobs from squeezing out past the curved plywood edges, and glued scarf joints in the foam billets can be cut through by the hot wire.



Above: Blocks clamped to the work table align the first foam billet with a line on the underside of the deck plate. Bricks provide pressure while glue sets. The vertical web is attached. Right: The second foam billet is glued in place.

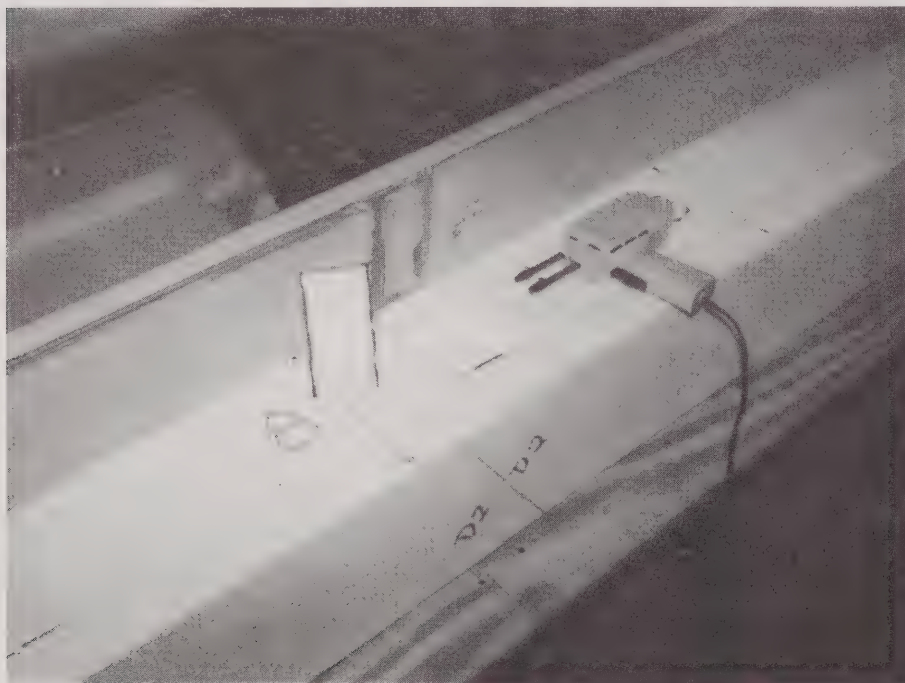
Locktite's Duro All Purpose Spray Adhesive works well but does not allow for repositioning, and spray cans are costly. I have achieved excellent results using Titebond II dispensed from an applicator bottle that is equipped with a roller spreader. A dry brush is used to make the glue layer very thin near the curved plywood edges, and use of a thin glue necessitates precise cutting of the foam billets.

I have used a type of pontoon hull to demonstrate the Foamboat method, but I intend to use it to produce other kinds of boats. Note that the P01 deck plate would not be needed

for most craft. A fiberglass hull made the Foamboat way may not be the cheapest or lightest possible hull for its size, but I like the way it allows me to move from conceptual sketch to finished craft relatively easily. A male mold for a kayak, decked canoe, or rowing shell may be made of a shallow rectangular plywood cockpit having Foamboat snouts attached fore and aft, plus a little foam fairing around its sides and bottom.

There is not much extra room for cargo, but plenty of built-in flotation. It is possible to create multi-chine boat bottoms without using a plywood plate for each chine, and it is

even possible to use a hot flexible metal strap having a handle on each end, rather than a taut hot wire, to carve a boat bottom having a smoothly rounded cross section. Chines can be made that rise at their ends by pre-carving the foam billets before the mold is assembled. Elaboration of these topics is beyond the scope of this brief introduction, however. I do hope other home boat builders will recognize some benefits for themselves in my method and give it a try. I also hope experienced designers of paddled boats, which I certainly am not, will consider developing plans that utilize Foamboat construction.



Above: A pocket scooped out of a billet to accommodate a plywood splice.

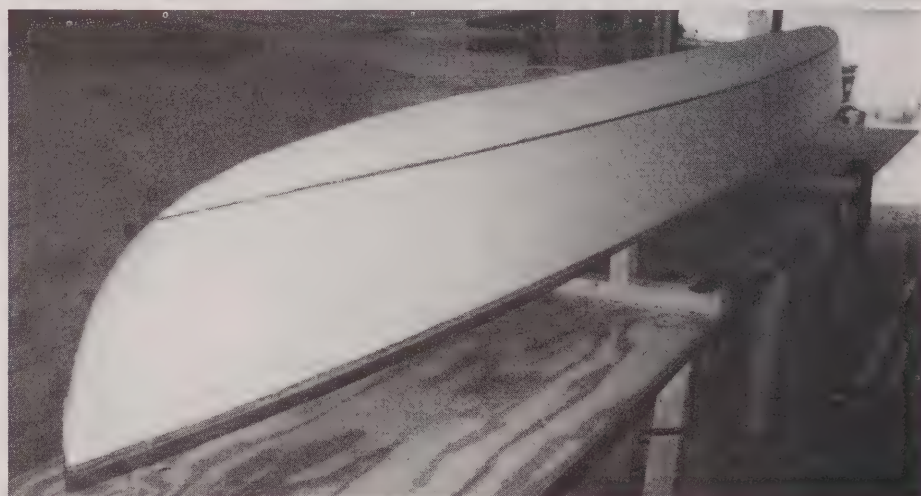


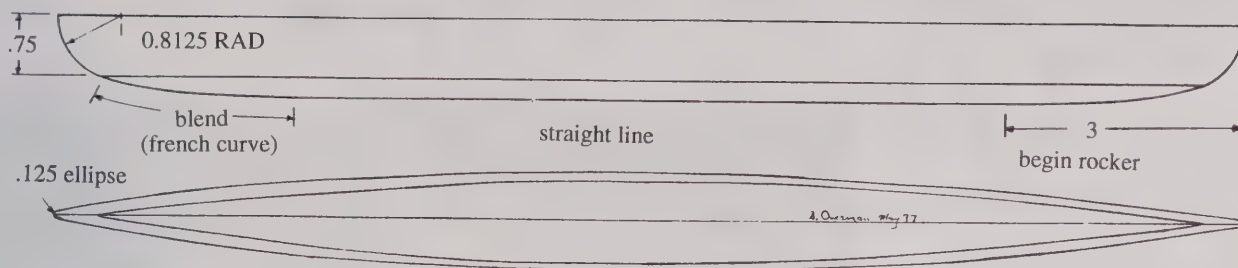
The final two foam pieces were pre-cut into wedge shapes, conserving foam but complicating clamping.



Left: The chine plate pieces in place.

Below: The carved mold ready for fiberglass.





Foamboat Demo Hull PO1

Dimensions given in feet; drawn 1 inch = 1 foot

Length: 15 feet

Deck width: 1.2 feet

Chine width: 1.0 feet

Height: 1.0 feet

Rocker: 0.25 feet

NOTE: This sketch provided for illustrative purposes only. Hull parts are actually dimensioned from sketch precisely drawn on grid paper divided into tenths of an inch.

MATERIALS:

One 4 by 8 foot sheet 1/8 inch plywood

Two-thirds 4 by 8 sheet 1/2 inch plywood

One 4 by 8 foot sheet foam 8 inches thick

WEIGHT OF MOLD: 42 lbs., including 18-lb. deck plate, not including fiberglass covering.

ASSEMBLY

End view



deck plate

1/2 inch plywood

chine plate (2 pcs.)

1/8 inch plywood

vertical web

1/8 inch plywood

WHO'S STICKING WITH

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Hollowood

By Platt Monfort



29# Black Fly-8: The Nordic Pram responds well in a very gusty breeze. One might expect such a lightweight boat to be quite tender. Bruce Goodwin was pleasantly surprised to find the opposite to be true. The Hollowood mast and small Tyvek sail contributed to that stability.

I ran across a unique item that might be of interest to small sailboat enthusiasts. The stuff is called Hollowood and amounts to tubular plywood. I've yet to show it to anyone who wasn't amazed by its light weight, strength, and quality.

It can be made in many configurations, from a minimum of 1-inch diameter, bore up to 6 inches, and a maximum of 8 feet long. As far as I know, it is not stocked in any particular size, therefore it is custom-made for special orders, with a minimum order of approximately \$400.

I obtained some 2-inch OD with 1/4-inch wall thickness, which I used to make a great mast for the little Black Fly pram. This was easily done with a glued-in button plug in each end. The result was a complete rig including mast, boom, Tyvek sail, batten, halyard, and sheet that only weighed five pounds. Now that I can appreciate how strong this material is, I realize that 3/16-inch wall thickness would have been plenty strong for a dinghy.

It would be quite satisfactory to extend the butt with a 48-inch stub at the base to make a 12-foot version. The solid portion part would be at the base, which would not contribute to a stability problem. I can envision two 8-foot sections joined with plug that would do for a 16-foot mast. Perhaps this would require some stays to complete the rig.

While this information may be of interest to individuals in a curious way, the manufacturer cannot handle individual orders for spar blanks. I'm hoping that some entrepreneurial type will become involved and become a distributor to the small boat builders, so in that regard, please contact me if anyone is interested in pursuing this further.

Platt Monfort, Monfort Associates, 50 Haskell Rd., Westport, ME 04578.



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Correcting for Tides

By Jacob Heinrichs

There is satisfaction in feeling we could navigate in a "drifting sea" if we had to. Surprisingly, the mathematics of it is at the high school level.

Imagine the hypothetical situation of a predictably steady tide at the mouth of a bay. If, among shoals, our chart shows us a "trench" which we ought to stick to, in negotiating the mouth of the bay, can we easily figure out an "ideal solution" to this situation? For simplicity, let us say we are motor driving a keeled vessel at 5 knots and encountering a "reliable" tidal flow of 2 knots. What is the course correction angle that we want?

Three steps. First, we divide our speed by the tidal speed (here $5/2 = 2.5$). Then we use a calculator or trigonometric tables to give us the sine value of the angle at which we encounter the tide, either "a" for "adjacent" or "c" for "crossed." (In an exact cross tide, "a" and "c" equal one another and take on the sine value for 90 degrees, which is "1.") Lastly, we divide this sine value by the speeds ratio (here 2.5) and either use a calculator's "F1 sine" function or look up the "matching degree value" in a trigonometric sine table. That is the correction, in degrees, for our course, to be "tacked on" to the bearing on the side encountering the tide.

In the diagrams of Figure 1, we want the 156 degree, heavily dashed "actual" travel. In the first case, we encounter the tide at 66 degrees. It is from the west. The calculations are, $\sin 66.4/2.5 = 0.366$ as the sine for 21.5 degrees. Our corrected bearing is 178 degrees.

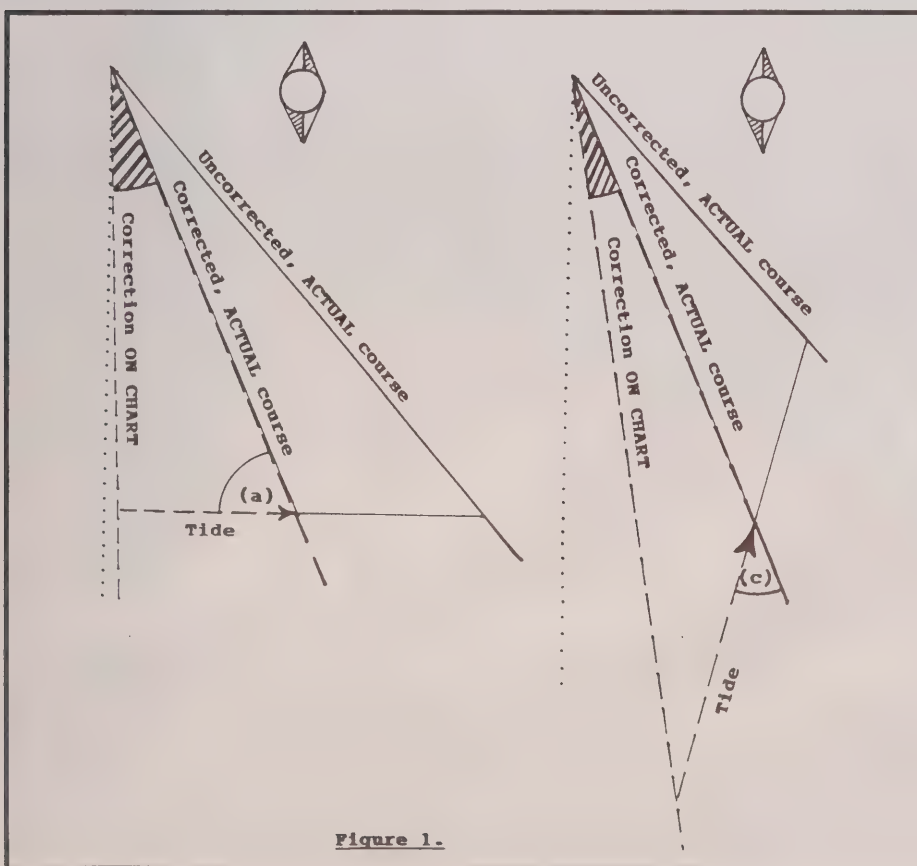


Figure 1.

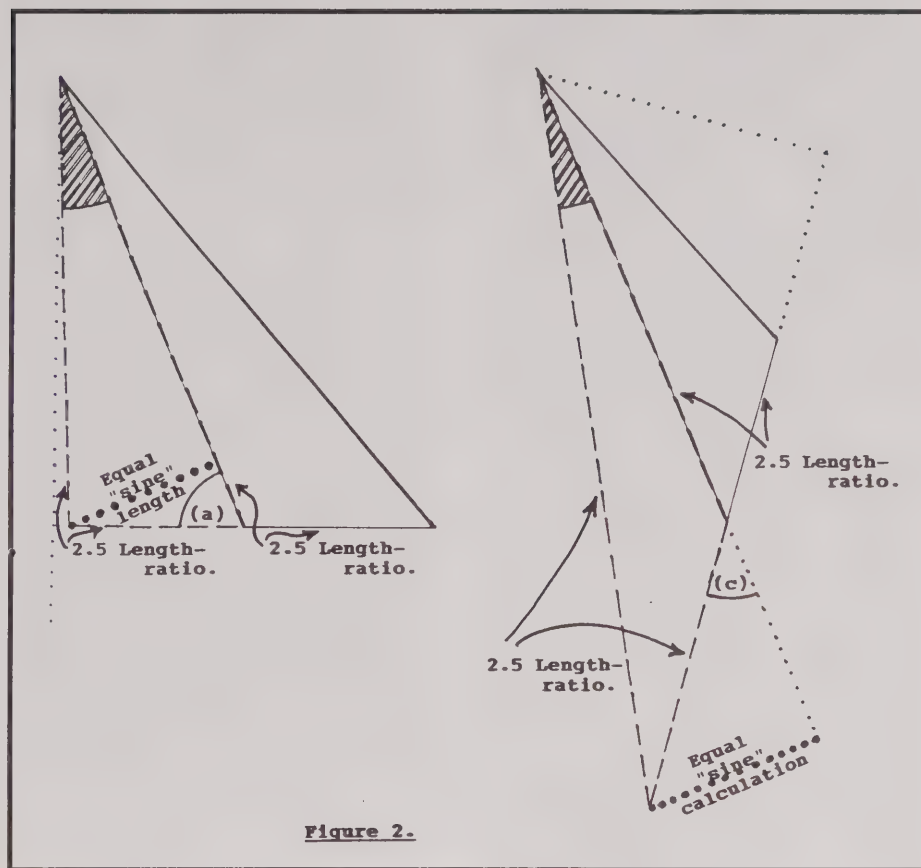


Figure 2.

In the second case, we almost face the tide. Our encounter angle is 38 degrees. The calculations are, $\sin 38/2.5 = 0.2456$. The angle with

that sine is 14.2 degrees. Our chart bearing becomes 170.6.

The more complicated diagrams of Figure 2, help to show why that adjustment works out. Four central ideas apply. One is the principle that two free movements (such as the motoring and the tidal flow) can be seen, in a sense, as happening completely "in sequence" (we travel and stop, then the tide takes over and moves us to a new place), but in reality the movements happen together. So we feel justified in representing all of this. We draw three separate paths.

A second basic idea is that our motoring travel and our travel with the tide will keep that 2.5 ratio to each other, no matter how long the travel carries on or in what directions it happens. A third notion, or "secret," involved is that we can "re-direct" our boat in any direction we choose. A final underlying idea is that we can set up the real geometry of the situation so that the "sine" of our "correction angle" coincides with the "sine" of the known angle of our tidal encounter. In mathematical language, we've got vectors and simultaneous equations working for us.

In the diagrams, solid lines indicate "uncorrected" travel (although one side of the triangle of "solid" sides happens to coincide with one side of the dashed line triangle). Dashed lines show "corrected" movements. The dotted outlines of Figure 2 show triangles suited for trigonometric analysis. If, when we are out there, we need to rely on our calculations to help us find the end point of our "special course," then we need the benefit of further trigonometric calculations as well. (It is, of course, to be understood that these concepts hold for any tide-like situation, be it wind drift, river flow, whatever.)

You mention this subject to the average boat designer or naval architect and you will get a totally negative reaction. Just the same, here goes:

A professional builder from eastern Canada once told me that it really maybe didn't matter much if a boat wasn't entirely symmetrical. "You will probably not believe me," he said, "but the famous *Bluenose* was crooked. If you look at a photo of her, taken from the front, you'll see that the foremast is out of line. The stick was on the keel and passed through the middle of the deck, but as she was overbuilt on one side, that hole was not exactly over the keel." His father had sailed on the *Bluenose*.

I tried for a long time to get confirmation on this schooner being crooked. Finally, one day, I was sitting in a train compartment across from an oldtimer, an old Nova Scotian. I popped the question. Did he know about it. He thought for a while, then said that he hadn't heard about it, but wasn't surprised.

Now it was my turn to be surprised. Why wasn't he surprised? "Well," he answered, "because all the colliers coming from England loaded (I think he said a ton) more over the one side (I think he said over starboard) than over the other." He being a taciturn man, I had the rest of the journey to think that one over.

Later while working for a yachtbuilding outfit in California, for a man called Stevens, or Stephens, who had built many local yachts, I told the foreman this story. The foreman took me immediately to the boss's office to relate this to him. The boss was known for his excellent and accurate "eye". He listened in silence and then asked me whether I had ever seen the *Ticonderoga*, winner of many transpacific races, in dock. I hadn't then, but have seen her since as a derelict. He maintained she was overbuilt towards starboard.

Bent Boats & The Direction of the Wind

By Richard Carsen

Now every Naval Architect will say this has no effect. Probably not on a short trip. But on a trip from Wales to Nova Scotia? Or from Los Angeles to Hawaii (approx. 3,000 nautical miles)? I leave it to you. But coming from Holland, where many native types are basically scows, I would say that they have a tendency to crab towards windward. Look at the bottom when heeled. The greater bulge is towards weather.

Many outrigger craft in the Pacific are crooked, the bulge being towards the outrigger in a single outrigger. Lewis (*We the Navigators*) made a study of their practices, and sailed on their craft. The way they tack is very primitive and he doesn't think that they achieve much to windward. Yet, he gives actual figures of an actual trip, first with full wind, and then tacking. Even if you take the fullwind speed to be the same as the speed when tacking, which isn't realistic, you will find, if you set it out on graph paper, that he could not have achieved the distance-made-good in the time he gives if there wasn't something that was helping him. Current? He doesn't mention it. Or was he being sucked to windward? After all, the natural laws of aero and hydro dynamics are not subject to human opinion; they just are.

People will always call a craft that is weatherly, fast. But is it really speed that makes them escape the law? I found out that the Canadian schooners sometimes engaged in smuggling. In the past it was

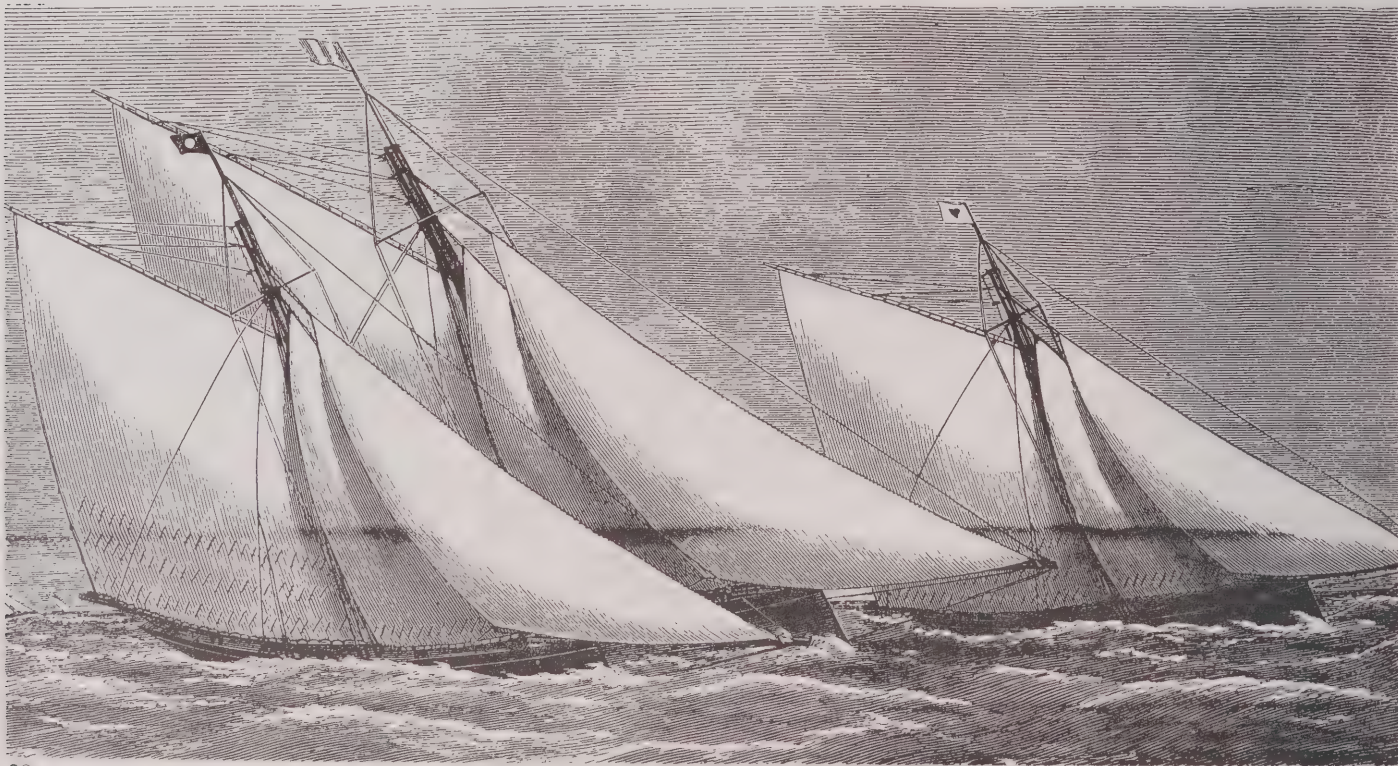
always the pirates that were "fast". Yet they were usually smaller than their pursuers, so, by the law of greater waterline, greater speed, they should have been easily overtaken, or they should not have been able to overtake their bigger prey. However, if you can get higher on the wind, they can get out of reach of their pursuers, or catch their larger and faster prey on certain courses relative to the wind.

The revenue cutters employed by the respective governments were certainly built with weatherliness and speed in mind. But, if on a given course, the same for both craft, the suspected smuggler was even slightly being sucked to windward, no conventionally built craft could touch them.

All this opens a terrific can of worms for those who are challenged by the solving of mysteries: i.e. who knew what? Was it just poor shipbuilding or was it done on purpose? The evidence tends towards the latter. I know that the present day replica of the *Bluenose* (and we had all the plans, no guessing) never performed like the original. What did that Nova Scotian say? All these colliers loaded more over starboard?

Looking at my globe, if they sailed westerly till they hit the northeast winds and then, with the wind full, turned in a southeasterly direction, they would be pulled towards the Nova Scotia coast. Going back, once they hit the southwesterlies, they could steer full and by, their most favorable sailing direction, and the starboard pull would counteract the set of the Gulfstream and the push of the wind, and fetch up somewhere on Britain's west coast. I can see how an experienced skipper could make this into a fine art.

And that goes for the *Ticonderoga* racing towards Hawaii. She did win many races.



Bolger on Design

About Those Large Windows...

Dear Mr. Bolger:

I greatly enjoyed the many interesting details of your 20-foot ocean-crossing boat, *Col. H.G. Hasler* (August 15, 1997), but one feature of the design seems doubtful. Since a rollover seems to be anticipated (as the rollover-protected ventilation suggests), and since such a heavy boat would sink quickly if flooded, then I wonder about those large windows with their slender supporting frames.

Unless the glass or Lexan were extremely thick with some heavy interior cross bracing, wouldn't the windows, when rolled under, collapse inward under water pressure so that the boat would fill and sink almost instantly? (*Jester* and other small ocean cruisers I've seen have small, stout ports and very few of them.) Or is there now some way to make *really* strong, large windows without needing bathyscaphic glass thickness? That would be wonderful if it were true, since *Jester* and its ilk do appear to have dark, claustrophobic interiors that must take a psychological toll during long, stormy offshore passages, as you suggest.

Jim Clark, Oxford, Ohio

Dear Mr. Clark:

When we mention "massive glass and/or Lexan" in the discussion of #635, we are talking about 1/2" material, as specified in the 10-page building key that comes with the seven sheets of plans (\$300 altogether). We just can't mention all these specs in an article.

Since we began the development of the "birdwatcher principle," of which Hasler is a more distant relative, the "large glass area" attribute seems to have been of concern to some. We think that this concern in general is born both of the relative novelty, i.e., unprecedented capabilities of designs so configured (e.g., #635 Hasler, #639 William D. Jochems, #640 Camper) and the persistent mistrust or relative ignorance of the properties of these rather long-established materials. It is too bad, but quite a few otherwise fine thinking people go so far as to completely dismiss these ideas out of more or less unmitigated prejudice.

When we reach into the parts shelf and grab fully developed and now "stock" (but non-traditional) materials and devices and combine these with well-known boat design and building attributes, we arrive at serious and honest advances in the "state-of-the-art" of the design of affordable boats, small and large. Consider the functional advantages we keep stressing and notice, too, that part of Lexan's cost is offset by the fact that, after cutting it to size, it needs no further finishing.

Contrast our approach to design with either the desperate and zealous insistence on

yesteryear's ways of boat design, building, and use (e.g., 4000 plus hand-driven fasteners in a 15' guideboat) or the "model-year" mania in pursuit of the latest racing derived gimmick in an equally desperate quest to plain remain "relevant" in the proverbial sea of look-alikes.

Either you can afford to bleed continuously in a peer pressure driven hardware war of carbon fiber "trick" starched sails, some of which apparently last almost as long as old cotton used to, and "magic" black boxes to get that "precious" 1/10 kn extra before you motor home, or you get bland, unimaginative, and frequently still pricey "conventional wisdom" that often is rather bad value for what kind of cruising you can actually do with it. Where are the competitors to #635, #639, and #640 anyway, or the older #496 Birdwatcher (May 1986!) for that matter?

This worry about transparencies aboard stems from the days when even well-known boats suffered from plain plate glass aboard which, predictably, did not perform that well. For instance, Beebe's Passagemaker intercontinental motorboat of 1962 lost a good-sized window from wave action because the builder had used inferior glass. Stories abound about glass caving in at sea. It took a bunch of nasty cuts and even decapitations before the car industry used various forms of safety glass.

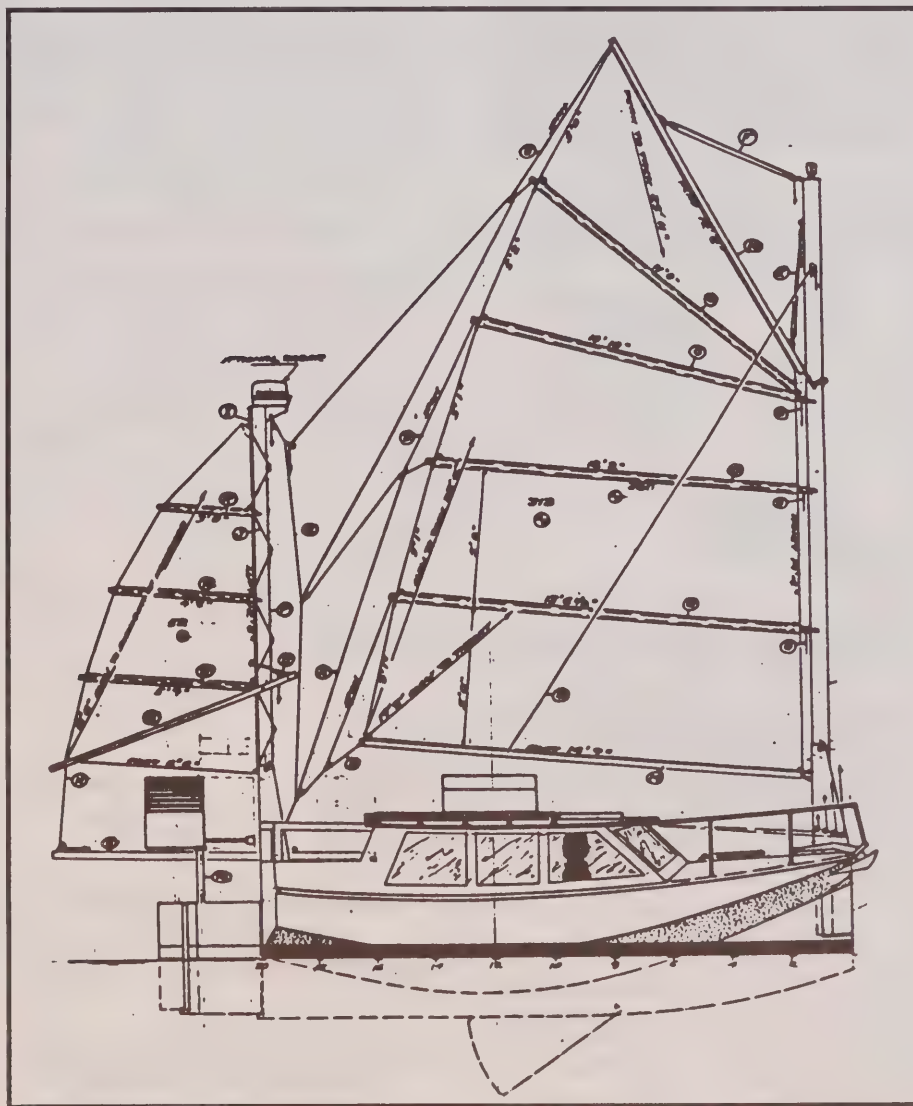
No, this issue is like arguing against today's tires because hard rubber on wood was the way to get to the next county without two tire/wheel changes ages ago.

It seems to us that if "water pressure" won't crush a well-curved 1/8" steel shell (it won't!), multiple areas of rather smallish and overdesigned 1/2" polycarbonate compare rather favorably to that!

Apart from the fact that Hasler's *Jester* probably could not readily have had Lexan, etc., these "dark claustrophobic interiors" are as rational as the credo, blindly followed by most sailors to this day(!), that it is "the proper thing to do," to sit for days and weeks on end in an exposed cockpit, more or less sunburnt and wet, with a dog leash around your neck not to be washed overboard.

You might as well not get the boat. For the "boatless" race, a bunch of people each pick their "most promising" tree, bolt a park bench to the highest branch of a big tree, sit on it, no, tie yourself to it, and hope for a really good storm! Those that last the longest could call each other "heroes," right from behind the bars of the ward.

Masochism as a personal thing is one thing, but should not be elevated as "virtue" to literally dictate designers' and clients' limits of imagination.



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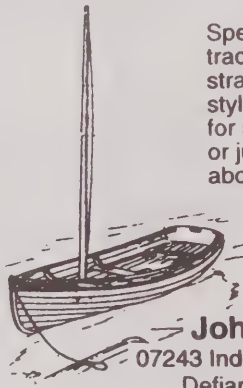
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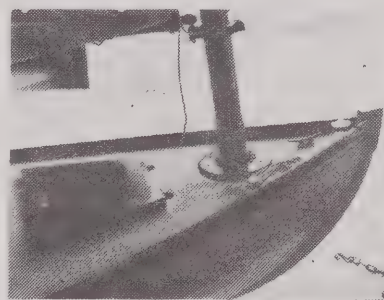
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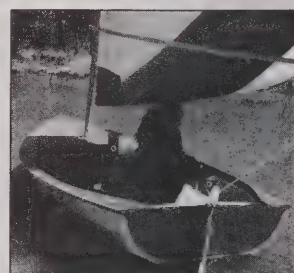
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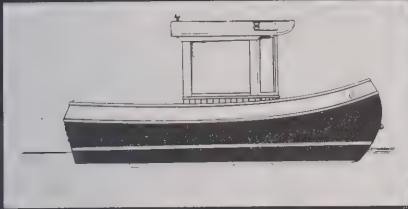
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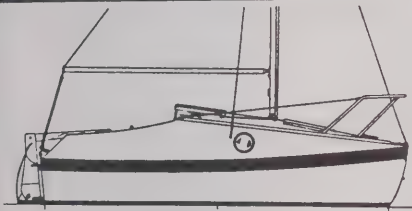
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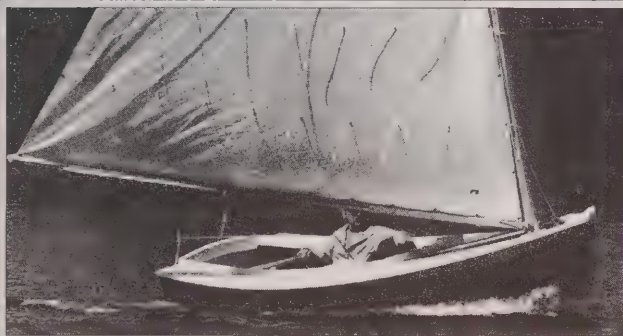
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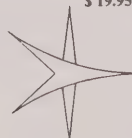
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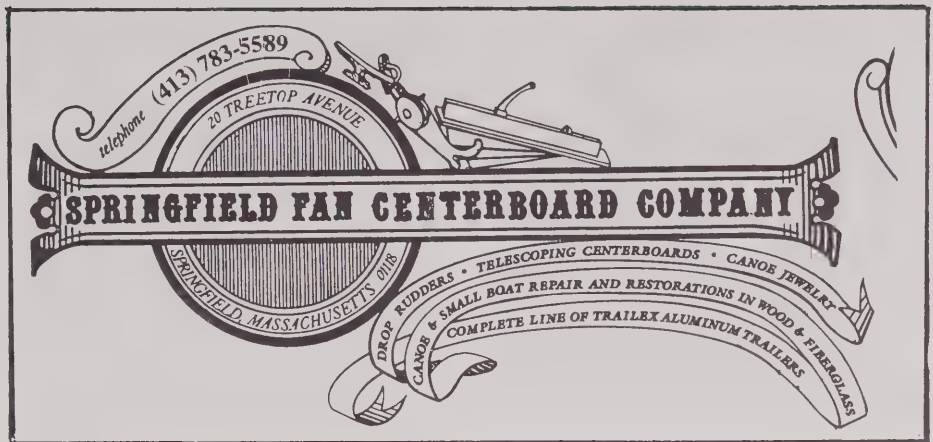


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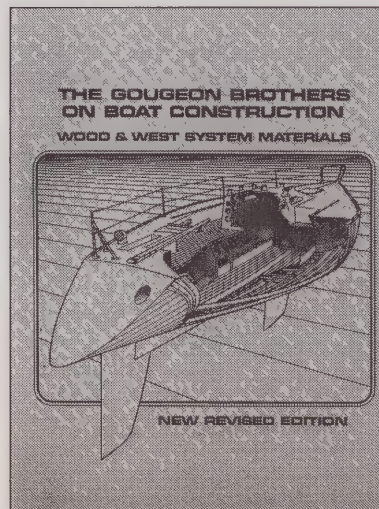
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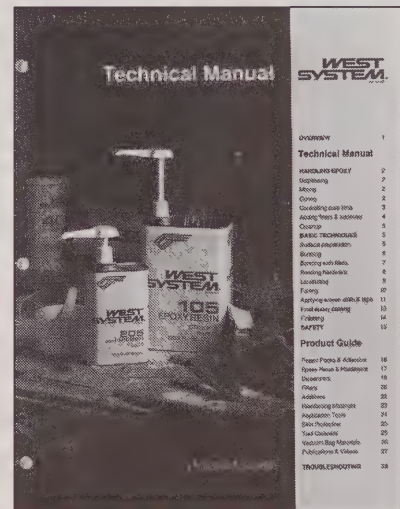
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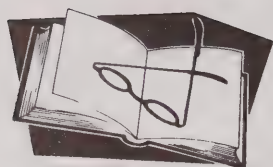


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Reviews

Sea Kayaker's Deep Trouble *True Stories and Their Lessons*

By Matt Broze and George Gronseth
Edited by Christopher Cunningham
Ragged Mountain Press, Camden, Maine.
Reviewed by Lenny Lipton

This book is a compilation of sea kayaking accident accounts published in *Sea Kayaker* magazine. However, it is more than mere reprints of articles as it offers excellent advice in its gripping tales.

I have been teaching sailing technique and safety for over 35 years and students in my classes frequently tell me they've made every mistake I speak about. There is something about learning from the school of hard knocks but it is nice to learn from the accounts of others, too.

This book provides such an education very effectively. In addition to the accounts (twenty two of them) and the "lessons learned" analysis at the end of each, there are some 37 sidebars addressing a wide variety of subjects on safety, techniques and equipment. These alone are worth the price of the book, as is the excellent introduction by Matt Broze which is an education in itself. The intro covers many subjects that the kayaker will want to

know about as well as a checklist which will serve as a good basis for each person's own checklist.

When I want to learn about something new I look for books and courses. This past winter I took an excellent kayak course, ACA/Red Cross certified, that covered a lot of material and got high marks from me. This book goes beyond the course material in covering problems and mistakes that beginners as well as advanced kayakers can make and indeed have made. The value of this book is enormous to beginner and intermediate kayakers and I wouldn't be surprised if many experts find, as I do in sailing, that no matter how much you think you know there is always something more to be learned.

Voyages of the Damn Foole

By Tom McGrath
International Marine Publishing
Hardcover, \$17.95
Reviewed By Bob Hicks

At last Tom's writings and illustrations have caught the attention of a major publisher in the boating world. IMP has put together a collection of Tom's best tales that appeared in *Messing About in Boats* over a number of years into a handy little pocket sized hardcover book. The small size is a master stroke as it makes the book so handy to carry around in a pocket to quote from for any addict of Tom's view of the world and small boating.

Tom's writing first came to my attention in 1985 when a friend of his who belonged to our local small craft group told me about the stories Tom would hang up on the bulletin board at the Nahant (MA)

Dory Club, from where he sailed his Townie sloop, for the enjoyment of the club members. His efforts at that time to interest boating magazines failed as Tom's chronicles were hardly appropriate to the rampant consumerism of the mainstream boating press.

I welcomed what I saw and in the February 1, 1985 issue announced in my "Commentary": "In this issue we start a new serialized story from another reader. Tom McGrath has a knack for storytelling as well as a trained ability as an artist and illustrator. I think you'll enjoy his contributions over the next several issues."

I was right about the enjoyment as Tom acquired an avid following of fans for his sailing anecdotes that also carried his biting social commentary on what he saw, met and realized was happening in his world. I was wrong about the next several issues. Tom's tales carried on over to today, our October 15th issue carried his "How to Live on a Damn Boat". But it was for about eight years that Tom's tales were regular features on our pages and it is from those years that IMP has selected some of his best.

The most enduring of hundreds of vignettes that Tom's writing and illustrating evoked in me over those years was one from a trip he undertook to sail to Maine from Nahant in his open 17' Townie. Be-calmed in Ipswich Bay as an ominous squall line approached, huge thunderheads darkening the western skies and towering over his hapless little sloop (he had no motor of course), Tom "wrapped myself in the main and sat down to watch. If this was going to be the end I didn't want to miss anything."

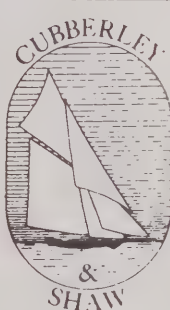
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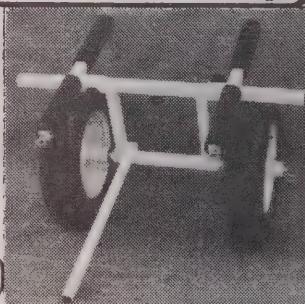
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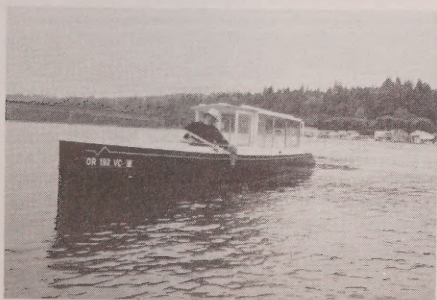
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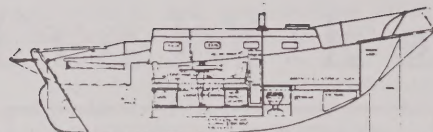
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14' Picnic Boat, 48" beam, FG on wood. 2 R/S. \$650. **16' Double Paddle Canoe**, w/seat & paddle. \$400. **12' Family Skiff**, 49" beam, 16" depth, 2 R/S. \$850.
BOB PARENT, Coram, NY, (516) 736-5605 eves & wknds. (13)

21' Star Island Sloop, full keel, dk grn hull, brnz ports, teak trim, wood spars, British Seagull OB, new cushions & sails. \$6,850.
SETH, Orleans, MA, (508) 255-0994. (13)

12' Seagull FG Sloop, new cover, trlr. Vy gd cond. \$900.
PETER BROWN, Alexandria, NH, (603) 744-5163. (13)

Westerly Pageant Sailboat, stored @ Smith Mt. Lake, VA. BO.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386. (13)

16' Feathercraft Falcon II, '59, 35hp Johnson & trlr. All orig. Lks grt, runs perf, photo on req.
SONNY MUGELE, Casselberry, FL, (407) 695-6642, lv message. (13)

Canoes, 9 used. **Alden Shell**, used.
FERNALD'S, Rt. 1A, Newbury, MA 01951, (978) 465-0312. (13)

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JOHN WHEBLE, Kingston, MA, (781) 585-6962. (13)

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JOHN & CYNTHIA JACKSON, Randolph, VT, (802) 728-9398. (12)

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MICHAEL SHERWOOD, Bourne, MA, (508) 759-7796, Fax (508) 759-2291. (13)

Montgomery 15 Sailboat.
KEN PAGANS, Corpus Christi, TX, (512) 949-9386. (13)

Sea Pearl, preferably late model w/ballast tanks.
LOUIS MACKALL, 135 Leetes Isl. Rd., Guilford, CT 06437, (203) 458-8888 ext 25 days. (13)

8' Molly Waldo Dinghy or 10' Baker Island Tender.
C.C. PETERSON, Milford, CT, (203) 877-3832. (13P)

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Hand Windlass, 2 gypsy heads 12" high x 24" wide. \$125. 2 quarter bitts 9"x9", 6" base. \$40. Cleats & bitts, lg shackles.
HOLT VIBBER, Waterford, CT, (860) 442-7376. (12)

Acadia Two Cycle Engine, in orig shipping crate, shaft, prop & box of accessories. \$1,800.
RON LEWIS, St. Michaels, MD, (717) 523-8053. (12P)

Antique GoodYear Sea-Bee 5hp OB, ran vy well but has not been run in 25 yrs. Always stored indoors. \$150 or BRO.
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Voyages of the Damn Foole, Tom McGrath's first "officially" published book will be on sale in book stores and gift shops that carry International Marine/Ragged Mountain Press books, by St. Patrick's Day, "if the luck of the Irish is with us", reports Tom's #1 fan and landlubbing daughter Erin. Inquiries for ordering of *Voyages of the Damn Foole* should be addressed to the following:
MC GRAW HILL, Inc., Customer Service Dept., P.O. Box 547, Blacklick, OH 43004. Retail customers may call 1-800-262-4729; bookstores may call 1-800-233-4726. (TF)

The Wee Lassie, a quarterly newsletter devoted to the open double paddle canoe. 8 yrs of publication. \$5 for 1 yr trial subscription.
MAC Mc CARTHY, 1705 Andrea Pl., Sarasota, FL 34235. (TF)

Row to Alaska by Wind & Oar, new book about adventure of retired couple rowing up Inside Passage to Alaska. Reviewed in March 15, 1995 issue. \$12 postpaid.
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Wanted Books & Plans: Boat Plans, preferred rolled; nautical books, soft & hard, gd cond; hunting & fishing books; old boating magazines, *Rudder*, *Motor Boating*; *Motor Boating* "Ideal Series Books"; nautical charts; boat models, any cond, no plastic.
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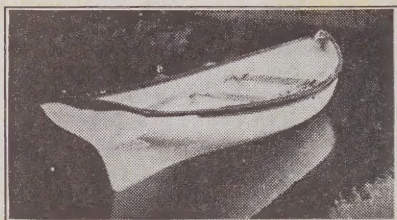
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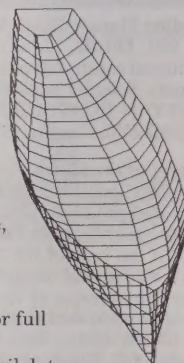
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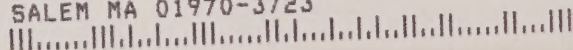
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